

AIRCRAFT ACCIDENT
IDENTIFICATION
NO.

907 30 102

AVN NAVSAFECEN MISHAP CODE SHEET

NAVSAFECEN 3750-1/2 (Rev 3/69)

(COMMON TO BOTH CARDS)

CODED: *H*REVIEWED: *H*LOGGED: *B2269*PUNCHED: *2*VERIFIED: *Z* 24 SEP 1969

RECORD IDENTIFICATION												Aircraft Model												Time of Mishap													
Date																																					
Cal-Yr.	Mo.	Day	Type Report	Log Line Number	Aircraft Number	Source	Don't Count	Enemy Action	Mission Modif.	Basic Mission	Design Number	Stem Symbol	Model Code	AIRCRAFT BUREAU NUMBER					Reporting Custodian				Squadron	Class	Major Command	Condition	LOCAL TIME										
01 02	03 04	05 06	07	08 09	10 11	12	13	14	15 16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41			
6 9	0	7	3 0	1	0 2 0	1	2	0	1	2	8	1	4	1	2	7	9	2	8	2	0	3	6	2	1	4	1	8									
Accident Damage	Aircraft Damage	Accident Injury	Aircraft Injury	Hull Number	Kind of Flight	Location	Fac Runway Descrip					Fac Ship Descrip					Loc'n	MOR Code	Trans. Code	Card Number																	
42 43	44 45	46 47	48	49 50	51 52	NAME CODE	Bearing From	Dist. From	Distance	Area	Runway Heading	Length	Was Duty Runway Used?	Ship Type	Ship Course	Ship Speed	Initial Contact	Final Rest	76	77	78	79	80	Y	A	g	1	g									
AA	AA	AA	AA	1	G 1 0 A S P N C L A 1 0 L																																

Card 1

CLOSED

07 JUL 1970

Card 2

Relative Wind		Density Altitude	Alt. of Emergency		Aircraft Gross Weight	Fiscal Year	Fleets and MAWS	Property Damage Cost		"A" Injuries																												
Direction	Velocity		Above Terrain	Pressure Altitude				Gov't	Non-Gov't.	NAVY	MARINE	OTHER	DNA	OTHER	DNA	OTHER	OTHER																					
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	

"U" Injuries

"L" Injuries

NAVY		MARINE		OTHER		NAVY		MARINE		OTHER		DNA		OTHER		DNA		OTHER		Card Number		AIRCRAFT		OF											
DNA	OTHER	DNA	OTHER	DNA	OTHER	DNA	OTHER	DNA	OTHER	DNA	OTHER	DNA	OTHER	DNA	OTHER	DNA	OTHER	DNA	OTHER	Trans. Code	Card Number														
51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	A	B	2	B		

CODE SHEET / OF /

AVN NAVSAFEGEN MISHAP CODE SHEET

NAVSAFE CEN 3750-1/3 (Rev 3/69)

(COMMON TO BOTH CARDS) CODED: _____ REVIEWED: _____ LOGGED: _____ PUNCHED: _____ VERIFIED: _____

AIRCRAFT _____ OF _____

CODE SHEET 2 OF —

NAVSAFECEN MISHAP CODE SHEET

CARD 6

(COMMON TO BOTH CARDS)												CODED:	REVIEWED:	LOGGED:	PUNCHED:	VERIFIED:																					
RECORD IDENTIFICATION												Weather Causal Factor						Environ. Factor						Cause + Factor Primary						Cause + Factor 1st Possible							
Date			Type Report			Loc Line Number			Aircraft Number			Facility Causal Factor			Facility Factor After Fact			Envir. Factor			Cause + Factor Primary			Cause + Factor 1st Possible													
Cal Yr.	Mo.	Day																																			
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28										
6	9	0	1	3	0	1	0	2	0	1																		04									
Cause + Factor 2nd Possible												Cause + Factor 3rd Possible						Cause + Factor 4th Possible						Special Data and Conditions						Card Number							
Misc						Misc						Misc						Special Attention						Trans Code						Card Number							
Wx						Wx						Wx																									
Pers						Factor Pers						Factor Pers																									
Mat	X Ref	Comp	Asy'y.	Sub Asy'y.	Mat	X Ref	Comp	Asy'y.	Sub Asy'y.	Mat	X Ref	Comp	Asy'y.	Sub Asy'y.	Mat	X Ref	Comp	Asy'y.	Sub Asy'y.	Mat	X Ref	Comp	Asy'y.	Sub Asy'y.	Mat	X Ref	Comp	Asy'y.	Sub Asy'y.								
43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
												M B D																		A B 6 B							

CARD 8

Material Special Data												Maintenance Problems																									
First						Second						Third						Fourth						Fifth													
Code						Code						Code						Code						Code													
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
1st Ground Support Equipment												2nd Ground Support Equipment																									
Equipment						Component						Equipment						Component						Multi-Occurrences						Card Number							
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80							
																														3 C							
																														CODE SHEET _____ OF _____							

AIRCRAFT _____ OF _____

NAVSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS)

CODED: REVIEWED LOGGED: PUNCHED: VERIFIED:

RECORD IDENTIFICATION												Aircraft Data												Power Plant Model Number																
Date			Type Report	Log Line Number	Aircraft Number	1st Flight After Maint.	D. I. R.	Tour	Hours Since Acceptance	Since Last Insp.				Since Last Par/O'Haul																										
Cal. Yr.	Mo.	Day								Type	Hours	Days	Activity	Hours	Months																									
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39		
60	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	
60	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	
Power Plant Serial Number												Primary Involved Material Component												Trans. Code																
												Manufacturers Part Number																								Total Hours				Since Last Par/O'Haul
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80

CARD 9

Fri. Inv. Mat. Comp. (cont'd)												Possible or Secondary Involved Material Component												Trans. Code																
Since Last Check Perf.						Manufacturers Part Number						Total Hours						Since Last Par/O'Haul				Since Last Check Perf.																		
Type	Hours	Days	Type	Hours	Days	Type	Hours	Days	Type	Hours	Days	Type	Hours	Days	Type	Hours	Days	Type	Hours	Days																				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49			
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80										
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80										

CARD 10

AIRCRAFT / OF /

CODE SHEET OF /

NAVSAFECEN MISHAP CODE SHEET

NAVSAFECEN 3790-17 (Rev 3/69)

CODED: _____ REVIEWED: _____ LOGGED: _____ PUNCHED: _____ VERIFIED: _____

AIRCRAFT OF

CODE SHEET _____ OF _____

NAVSAFECEN MISHAP CODE SHEET

NAVSAFECEN 3750-1/B (Rev 3/69)

(COMMON TO BOTH CARDS)

CODED: _____ REVIEWED: _____ LOGGED: _____ PUNCHED: _____ VERIFIED: _____

RECORD IDENTIFICATION												Number of Carrier Landings																													
Date			Flight Report			Log Line Number			Aircraft Number			Pilot's Name			Service Type			Emerg. Syst. Train		Instrument		Trainer		Time All Models		Time This Model		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Number of							
Cal. Yr.	Mo.	Day															Last 6 Months	Last 12 Months	Last 6 Months	Last 12 Months	Total	Last 3 Months	Total	Last 3 Months	Inst. Hours Last 3 Months	Nite Hours Last 3 Months	Total	Day	Nite	Total Day This Model											
01 02	03 04	05 06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41				
10 9 11 7 3 0	1 8 2 0 1 1	1 2																		1 5 2 1	1 1 0 4	3 4 1	3 2 4														0 1 0				
Carrier Landings																																									
Total Nite This Month	This Model Day Last 30 Days	This Model Night Last 30 Days																																							
42 43 44 45 46 47	48 49 50 51 52 53	54 55 56 57 58 59	60 61 62 63 64 65	66 67 68 69 69 70	71 72 73 74 75 76	77 78 79 79 80																																			
0 0 0 0 0 0																																									
A	1	3	B																																						

Emerg. Syst. Train		Instrument		Trainer		Time All Models		Time This Model		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Number of Carrier Landings		Copilot's Name															
Last 6 Months	Last 12 Months	Last 6 Months	Last 12 Months	Total	Last 3 Months	Total	Last 3 Months	Total	Last 3 Months	Flight Hours Last 3 Months	Total	Flight Hours Last 3 Months	Total	Flight	Total	Flight	Total Day This Model	Total Nite This Model	This Model Day Last 30 Days	This Model Night Last 30 Days	Inst. Hours Last 3 Months	Nite Hours Last 3 Months	Total	Day	Nite	Total Day This Model							
12 13	14 15	16 17	18 19	20 21	22 23	24 25	26 27	28 29	30 31	32 33	34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54												

Copilot's Name													
Fill in Serial Number Inst. Pt. in Other Achi.													
Rank/Rate	Br. of Service	Age	99% D.N.A.	Status	Residence	Inst. to Residence	Abandon A/C	Flight Factor Involved	Service Tour	From Cen.	To Cen.	Trans. Cen.	Card Number
55 56 57 58 59 60 61 62 63 64 65 66	67 68 69 70 71 72 73 74 75 76 77 78 79 80												1 4 B

AIRCRAFT 1 OF 1

CODE SHEET 6 OF 6

Card 13

Card 14

GENERAL DATA SECTION NARRATIVE BRIEF

I.D. Number	69 07 30 14 2	1	H H N	4	A	CLASS CODE
1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 Typ Brief	11 12 Nav File I.D.
					69 70 71 72 73 CL Orig. Use	75 76 Tot-Cds
						77 78 Trans. Code

Common Fields to All Cards

CLASS
CODE1 - Non-Class
2 - Conf.

CARD NO.	CODED	REVIEWED	KEY PINCHED	VERIFIED
11 12	16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68			
0 1	PILOT WAS MASK TO COMMENCE REEL INVERTED, ALTITUDE 3000			
0 2	-500', NEW COLLIDE WITH WATER. MISHAP OCCURRED UPON			
0 3	X (X) FROM SHORE LINE IN FULL VIEW OF NUMEROUS WITNESSES.			
0 4	INSTR 4 STUDENT WFO, AND PILOT, SUFFERED FATAL			
0 5	INJURIES. INVESTIGATED THAT INSTR WHO CONDUCTED A PRE-			
0 6	PLANNED ACROBATIC MANEUVER IN AND CHARACTERIZED AS SPAC			
0 7	E. PAZ HOUSE, BUT VIOLATED EXISTING REGULATIONS-OPERA			
0 8	TED RECKLESSLY.			
0 9				
1 0				
1 1	16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68			
1 2				
1 3				
1 4				
1 5				
1 6				
1 7				
1 8				
1 9				
2 0				
11 12	16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68			

REQUEST FOR DELETION OF RECORD
OR CODING MODIFICATION FORM

FROM: RECORDS DEPT

DATE 9/30/69

TO: (1) CODING SECT R&DP
 (2) REC CONT BRANCH RS 10/24/69
 (3) ADPE DIV PL 27 OCT 1969
 (4) REC CONT BRANCH

IDENTIFICATION NO.											
YEAR	MONTH	DAY	TYP-RPT			LOG NUMBER	AIRCRAFT NUMBER				
01	02	03	04	05	06	07	08	09	10	11	
69	09	27	3	0	4	1	0	2	0	1	

TRANSACTION CODES

D-Deletion of the entire MISHAP Master Record (use only cc 1-11 and code D in cc 77).

M-Modifying contents of any Master Record field. Use "00" in Person Seq No. field, if field to be modified is in the Gen Data Sect of the Master Record. Otherwise use Person Seq No. for the individual for which the change is to be made. These changes must be in Person Seq No. order.

Glenellyn

FIELD NAME	CARD NUMBER	CARD COL. OF FLD START ADD.	FIELD'S STARTING ADDRESS	PERSON SEQ NUMBER	FIELD LENGTH	DATA TO BE INSERTED (LEFT JUSTIFIED)													
						12	13	14	15	16	17	18	19	20	21	22	23	24	25
1 SOURCE	PL	12	0001200001																
				30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
2																			46
3				48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63
																		64	65
																		66	67
																		68	69

TAPE REC
DIV NO.
TRANS CODE

JLM

NOTE: (1) For deletions of codes in a given field, leave the "DATA TO BE INSERTED" field blank and use "TRANS CODE" M in cc 77.

(2) Only corrections applying to personnel in one TAPE RECORD DIV may be shown on a single CHANGE REQUEST FORM.

R. O. Karsle
ORIGINATOR'S SIGNATURE

48^b
AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	6	9	0	7	3	4	1	0	2	0	1	2	C	0	1	0	1
	1	2	3	4	5	6	7	8	9	10	11						
	Yr	Mo.	Day	Typ	Log		A/C NO		Format No.		Transaction		14	15	16	17	Tot. No. Cards

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1-10 (REV 2/69)

CODE SHEET _____

OF _____

AIRCRAFT _____ OF _____

PERSONNEL _____

DE _____

CODED: _____ REVIEWED: _____

LOGGED: _____ PUNCHED: _____

VERIFIED: _____

27-AUG-1970

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		1	3	FILE/SERVICE NO	0 0 2 2 0 7		
		1	3	NAME	0 0 2 9 0 7		
		0	9	NAME (CONT)	0 0 3 6 0 3		
		0	7	RANK/RATE	0 0 3 9 0 1		
		0	7	BRANCH OF SERVICE	0 0 4 0 0 1		
		0	7	STATUS	0 0 4 1 0 1		
		0	7	INJURY	0 0 4 2 0 1		
		0	7	DISPOSITION	0 0 4 3 0 1		
		0	8	DAYS HOSPITALIZED	0 0 4 4 0 2		
		0	8	DAYS QUARTERS	0 0 4 6 0 2		
		0	8	DAYS GROUNDED	0 0 4 8 0 2		
		0	9	UNCONSCIOUS	0 0 5 0 0 3		
		0	8	AMNESIA	0 0 5 3 0 2		
		0	8	EXPOSURE/SHOCK	0 0 5 5 0 2		
01		1	3	INJURY NO. 1 BODY PART	0 0 5 7 0 7		
		1	3	INJURY NO. 1 DIAGNOSIS	0 0 6 4 0 7		
		1	3	INJURY NO. 1 CAUSE	0 0 7 1 0 7		
		1	3	INJURY NO. 2 BODY PART	0 0 7 8 0 7		
		1	3	INJURY NO. 2 DIAGNOSIS	0 0 8 5 0 7		
		1	3	INJURY NO. 2 CAUSE	0 0 9 2 0 7		

CD. NO. 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		1	3	INJURY NO. 3 BODY PART	0 0 9 9 0 7		
		1	3	INJURY NO. 3 DIAGNOSIS	0 1 0 6 0 7		
		1	3	INJURY NO. 3 CAUSE	0 1 1 3 0 7		
		1	3	INJURY NO. 4 BODY PART	0 1 2 0 0 7		
		1	3	INJURY NO. 4 DIAGNOSIS	0 1 2 7 0 7		
		1	3	INJURY NO. 4 CAUSE	0 1 3 4 0 7		
		1	3	INJURY NO. 5 BODY PART	0 1 4 1 0 7		
		1	3	INJURY NO. 5 DIAGNOSIS	0 1 4 8 0 7		
		1	3	INJURY NO. 5 CAUSE	0 1 5 5 0 7		
		1	2	LABORATORY TEST NO. 1	0 1 6 2 0 6		
		1	2	LABORATORY TEST NO. 2	0 1 6 8 0 6		
		1	2	LABORATORY TEST NO. 3	0 1 7 4 0 6		
		1	2	LABORATORY TEST NO. 4	0 1 8 0 0 6		
		1	2	LABORATORY TEST NO. 5	0 1 8 6 0 6		
		1	2	LABORATORY TEST NO. 6	0 1 9 2 0 6		
		1	2	LABORATORY TEST NO. 7	0 1 9 8 0 6		
		1	2	LABORATORY TEST NO. 8	0 2 0 4 0 6		
		0	8	X-RAY	0 2 1 0 0 2		
		0	9	PRE-EXISTING DISEASE NO. 1	0 2 1 2 0 3		
		0	9	PRE-EXISTING DISEASE NO. 2	0 2 1 5 0 3		

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	6	9	0	9	3	4	1	0	2	0	1	2	0	0	2	0	1
Yr.	1	2	3	4	5	6	7	8	9	10	11						
Mo.										A/C NO.		12					
Day													13				
TVD Log													14	15	16	17	
													Pers Sequence		20	21	Total No. Cards

NAVSAFECEN 3750-1/10 (REV 2/69)

CODE SHEET _____

OF _____

AIRCRAFT _____ OF _____

PERSONNEL _____

OF AUG 1970

CODED: REVIEWED: LOGGED: PUNCHED: VERIFIED:

X-171 P L R

COMMON FIELDS TO ALL CARDS

CD NO 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		1 3		FILE/SERVICE NO.	0 0 2 2 0 7	0 0 0 0 0 0	
		1 3		NAME	0 0 2 9 0 7	0 0 0 0 0 0	
		0 9		NAME (CONT)	0 0 3 6 0 3	0 0 0 0 0 0	
		0 7		RANK/RATE	0 0 3 9 0 1	0 0 0 0 0 0	
		0 7		BRANCH OF SERVICE	0 0 4 0 0 1	0 0 0 0 0 0	
		0 7		STATUS	0 0 4 1 0 1	0 0 0 0 0 0	
		0 7		INJURY	0 0 4 2 0 1	0 0 0 0 0 0	
		0 8		DISPOSITION	0 0 4 3 0 1	0 0 0 0 0 0	
		0 8		DAYS HOSPITALIZED	0 0 4 4 0 2	0 0 0 0 0 0	
		0 8		DAYS QUARTERS	0 0 4 6 0 2	0 0 0 0 0 0	
		0 8		DAYS GROUNDED	0 0 4 8 0 2	0 0 0 0 0 0	
		0 9		UNCONSCIOUS	0 0 5 0 0 3	0 0 0 0 0 0	
		0 8		AMNESIA	0 0 5 3 0 2	0 0 0 0 0 0	
		0 8		EXPOSURE/SHOCK	0 0 5 5 0 2	0 0 0 0 0 0	
0 1		1 3		INJURY NO. 1 BODY PART	0 0 5 7 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 1 DIAGNOSIS	0 0 6 4 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 1 CAUSE	0 0 7 1 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 2 BODY PART	0 0 7 8 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 2 DIAGNOSIS	0 0 8 5 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 2 CAUSE	0 0 9 2 0 7	0 0 0 0 0 0	

CD NO 16 17	CU. FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		1 3		INJURY NO. 3 BODY PART	0 0 9 9 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 3 DIAGNOSIS	0 1 0 6 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 3 CAUSE	0 1 1 3 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 4 BODY PART	0 1 2 0 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 4 DIAGNOSIS	0 1 2 7 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 4 CAUSE	0 1 3 4 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 5 BODY PART	0 1 4 1 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 5 DIAGNOSIS	0 1 4 8 0 7	0 0 0 0 0 0	
		1 3		INJURY NO. 5 CAUSE	0 1 5 5 0 7	0 0 0 0 0 0	
		1 2		LABORATORY TEST NO. 1	0 1 6 2 0 6	0 0 0 0 0 0	
		1 2		LABORATORY TEST NO. 2	0 1 6 8 0 6	0 0 0 0 0 0	
		1 2		LABORATORY TEST NO. 3	0 1 7 4 0 6	0 0 0 0 0 0	
		1 2		LABORATORY TEST NO. 4	0 1 8 0 0 6	0 0 0 0 0 0	
		1 2		LABORATORY TEST NO. 5	0 1 8 6 0 6	0 0 0 0 0 0	
		1 2		LABORATORY TEST NO. 6	0 1 9 2 0 6	0 0 0 0 0 0	
		1 2		LABORATORY TEST NO. 7	0 1 9 8 0 6	0 0 0 0 0 0	
		1 2		LABORATORY TEST NO. 8	0 2 0 4 0 6	0 0 0 0 0 0	
		0 6		X-RAY	0 2 1 0 0 2	0 0 0 0 0 0	
		0 9		PRE EXISTING DISEASE NO. 1	0 2 1 2 0 3	0 0 0 0 0 0	
		0 9		PRE-EXISTING DISEASE NO. 2	0 2 1 5 0 3	0 0 0 0 0 0	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION DIRECTOR CARD

80 SEP 1969

NAVSAFECEN 3750 - 1/20 (NEW 3/69)

(COMMON TO BOTH CARDS)

CODED: 100 REVIEWED: HP 9-12 LOGGED: _____ PUNCHED: B12 VERIFIED: Pf

RECORD IDENTIFICATION												Corrected Mishap Identification Number												
Date			Type Report	Line Number	Aircraft Number	Trans Code	No. of Aircraft in Mishap																	
Cal. Yr.	Mo.	Day						14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
6	9	4	7	3	4	1	4	2	4	0	0	A	4	1										

AIRCRAFT 1 OF 1CODE SHEET 1 OF 15

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 1(ACFT)

NAVSAFECEN 3750-1/21 (Rev 3/69)

(COMMON TO BOTH CARDS)

CODED: *P0* REVIEWED: _____ LOGGED: _____ PUNCHED: _____ VERIFIED: _____

RECORD IDENTIFICATION												Model Actr												Aircraft Bureau Number																						
Date			Type Report			Log Line Number		Aircraft Number		Format No.		Trans Code		Card Number		Reporting Custodian		Act. Damage		Total Pers. This Actr		Mission Modif.		Basic Mission		Design No.		Series Symbol																		
Cal. Yr.	Mo.	Day				12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35																	
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35												
69	4	7	3	4	1	6	2	0	1	1	A	8	1	9	2	8	A	0	2	T	0	0	1	A	1	4	4	1	2	7																
Altitude of Emergency												Time At Alt.												Time of Mishap																						
Terrain Clearance						Cabin Altitude						Ambient Altitude						At Cabin Altitude		At Ambient Altitude		Place in Formation		Cloud Condition		Horizon Condition		DURATION OF FLIGHT																		
36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	A	0	1	2	0	4	6												

Card 1

Card 2

Format No.	Trans Code	Card Number	Kind of Flight	Narrative Identification																										
				Safety and Survival						Bio-Med						Combat Environment	Primary Cause	Enemy Action												
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34								
1	0	8	2	1	G	1	Y					0	C																	

AIRCRAFT *1* OF *1*

CODE SHEET *2* OF *15*

AVN NAVSAFECCEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

ED Number	9	7	2	2	2	2	2	Z		16
	Yr	Mo.	Day	Type	Loc	Nd	Serial N	Part	Part No	
								Information	Information	
COMMON FIELDS TO ALL EDADS										

NAVSAFECCEN 780 FORM REV 2/80

AIRCRAFT _____ OF /

PERSONNEL / OF /

CODE SHEET 3

OF 15

CD NO 16_1	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
Φ1	1 3			ED 1 INJURY NO 1	0 0 2 2 0 7	(b) (6)	
	1 3			ED 1 BODY PART	0 0 2 9 0 7		
	0 9			ED 1 DIAGNOSIS	0 0 3 6 0 3		
	0 7			ED 1 CAUSE	0 0 3 5 0 1		
Φ2	0 7			ED 2 BODY PART	0 0 4 0 0 1		
	0 7			ED 2 DIAGNOSIS	0 0 4 1 0 1		
	0 7			ED 2 CAUSE	0 0 4 2 0 1		
	0 1			ED 2 INJURY NO 1	0 0 4 3 0 1		
	0 8			ED 2 INJURY NO 2	0 0 4 4 0 2		
	0 8			ED 2 INJURY NO 3	0 0 4 6 0 7		
	0 8			ED 2 INJURY NO 4	0 0 4 8 0 7		
	0 5			ED 2 INJURY NO 5	0 0 5 0 0 3		
	0 6			ED 2 INJURY NO 6	0 0 5 3 0 2		
	0 8			ED 2 INJURY NO 7	0 0 5 5 0 2		
Φ3	1 3			ED 3 INJURY NO 1	0 0 5 7 0 7		
	1 3			ED 3 BODY PART	0 0 6 4 0 7		
	1 3			ED 3 DIAGNOSIS	0 0 7 1 0 7		
	1 3			ED 3 CAUSE	0 0 7 8 0 7		
	1 3			ED 3 LAB TEST NO 1	0 0 8 5 0 7		
	1 3			ED 3 LAB TEST NO 2	0 0 9 2 0 7		

CD NO 16_17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
	1 3			INJURY NO 3	0 0 9 9 0 7		
	1 3			BODY PART			
	1 3			INJURY NO 3	0 1 0 6 0 7		
	1 3			DIAGNOSIS			
	1 3			INJURY NO 3	0 1 1 3 0 7		
	1 3			CAUSE			
	1 3			BODY PART	0 1 2 0 0 7		
	1 3			INJURY NO 4	0 1 2 7 0 7		
	1 3			DIAGNOSIS			
	1 3			INJURY NO 4	0 1 3 4 0 7		
	1 3			CAUSE			
	1 3			BELLY PART	0 1 4 1 0 7		
	1 3			INJURY NO 5	0 1 4 8 0 7		
	1 3			DIAGNOSIS			
	1 3			INJURY NO 5	0 1 5 5 0 7		
	1 2			CAUSE			
	1 2			LABORATORY TEST NO 1	0 1 6 2 0 6		
	1 2			LABORATORY TEST NO 2	0 1 6 8 0 6		
	1 2			LABORATORY TEST NO 3	0 1 7 4 0 6		
	1 2			LABORATORY TEST NO 4	0 1 8 0 0 6		
	1 2			LABORATORY TEST NO 5	0 1 8 6 0 6		
	1 2			LABORATORY TEST NO 6	0 1 9 2 0 6		
	1 2			LABORATORY TEST NO 7	0 1 9 8 0 6		
	1 2			LABORATORY TEST NO 8	0 2 0 4 0 6		
	0 8			LAB TEST	0 2 1 0 0 2		
	0 9			PRE EXISTING DISEASE NO 1	0 2 1 2 0 3		
	0 9			PRE EXISTING DISEASE NO 2	0 2 1 5 0 3		

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

2

I.D. Number	6	9	8	7	0	2	0	1	2	A	b	1				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	20
	Yr.	Mo.	Day	Typ.	Log	A/C NO.	Format No.			Transaction	Pers Sequence	Tot. Nu Cards				

NAVSAFECEN 3760-1/11 (REV 2/69)

CODE SHEET 4 OF 15AIRCRAFT 1 OF 1 PERSONNEL 1 OF 1

CODED: _____ REVIEWED: _____ LOGGED: _____ PUNCHED: _____ VERIFIED: _____

COMMON FIELDS TO ALL CARDS

CD NO. 16 17	CU FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		0	9	PRE-EXISTING DISEASE NO. 3	0 2 1 8 0 3	0 3	██████████
		0	8	AUTOPSY	0 2 2 1 0 2	0 3	██████████
		1	0	MATERIAL TO AFIP	0 2 2 3 0 4	0 3	██████████
		0	7	AFIP REPORT	0 2 2 7 0 1	0 3	██████████
		1	1	ADDITIONAL INJURY NO. 1	0 2 2 8 0 5	0 3	██████████
		1	1	ADDITIONAL INJURY NO. 2	0 2 3 3 0 5	0 3	██████████
		1	1	ADDITIONAL INJURY NO. 3	0 2 3 8 0 5	0 3	██████████
		1	1	ADDITIONAL INJURY NO. 4	0 2 4 3 0 5	0 3	██████████
5		1	1	PSYCHOPHYSIOLOGICAL FACTOR NO. 1	0 2 4 8 0 5	0 3	██████████
04		1	1	PSYCHOPHYSIOLOGICAL FACTOR NO. 2	0 2 5 3 0 5	0 3	██████████
		1	1	PSYCHOPHYSIOLOGICAL FACTOR NO. 3	0 2 5 8 0 5	0 3	██████████
		1	1	PSYCHOPHYSIOLOGICAL FACTOR NO. 4	0 2 6 3 0 5	0 3	██████████
		1	1	PSYCHOPHYSIOLOGICAL FACTOR NO. 5	0 2 6 8 0 5	0 3	██████████
05		1	1	PSYCHOPHYSIOLOGICAL FACTOR NO. 6	0 2 7 3 0 5	0 3	██████████
		1	1	PSYCHOPHYSIOLOGICAL FACTOR NO. 7	0 2 7 8 0 5	0 3	██████████
		1	1	PSYCHOPHYSIOLOGICAL FACTOR NO. 8	0 2 8 3 0 5	0 3	██████████
		0	8	ROLE OF INDIVIDUAL	0 2 8 8 0 2	0 3	██████████
		1	2	LEAVE INFO DATE LAST LEAVE	0 2 9 0 0 6	0 3	██████████
		0	9	LEAVE INFO NO. OF DAYS/TYPE	0 2 9 6 0 3	0 3	██████████
		1	2	DATE LAST PREV. FLIGHT	0 2 9 9 0 6	0 3	██████████

CD NO. 16 17	CU FWD.	ADD	CU.	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
5		0	9	HOURS FLOWN LAST 24	0 3 0 5 0 3	0 3	██████████
06		0	9	HOURS FLOWN LAST 48	0 3 0 8 0 3	0 3	██████████
		1	0	MISSIONS FLOWN LAST 24 (2) (48) (2)	0 3 1 1 0 4	0 3	██████████
		1	2	HOURS WORKED LAST 24 (3) (48) (3)	0 3 1 5 0 6	0 3	██████████
		1	2	HOURS SLEPT LAST 24 (3) (48) (3)	0 3 2 1 0 6	0 3	██████████
07		0	9	HOURS DUTY PRIOR TO MISHAP	0 3 2 7 0 3	0 3	██████████
		0	9	HOURS AWAKE PRIOR TO MISHAP	0 3 3 0 0 3	0 3	██████████
		0	9	HOURS DURATION LAST SLEEP	0 3 3 3 0 3	0 3	██████████
		0	8	TIME IN COCKPIT PRIOR TO MISHAP	0 3 3 6 0 2	0 3	██████████
		1	2	PHYSIOLOGICAL TRAINING NO. 1	0 3 3 8 0 6	0 3	██████████
08		1	2	PHYSIOLOGICAL TRAINING NO. 2	0 3 4 4 0 6	0 3	██████████
		1	2	PHYSIOLOGICAL TRAINING NO. 3	0 3 5 0 0 6	0 3	██████████
		1	2	PHYSIOLOGICAL TRAINING NO. 4	0 3 5 6 0 6	0 3	██████████
		1	2	PHYSIOLOGICAL TRAINING NO. 5	0 3 6 2 0 6	0 3	██████████
		1	2	PHYSIOLOGICAL TRAINING NO. 6	0 3 6 8 0 6	0 3	██████████
		0	8	AGE	0 3 7 4 0 2	0 3	██████████
		0	8	HEIGHT	0 3 7 6 0 2	0 3	██████████
09		0	9	WEIGHT	0 3 7 8 0 3	0 3	██████████
		0	9	SITTING HEIGHT	0 3 8 1 0 3	0 3	██████████
		0	9	TRUNK HEIGHT	0 3 8 4 0 3	0 3	██████████

AVN NAVSAFECECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

3

I.D. Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	Yr.	Mo.	Day	Tdy	Log					A/C NO.	Exemption	Classification	Perf. Sequence	Titl. No.	Card		

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1112 (REV 2/69)

CODE SHEET 5OF 15AIRCRAFT 1 OF 1PERSONNEL 1OF 2

CODED _____ REVIEWED _____ LOGGED _____ PUNCHED _____ VERIFIED _____

CD NO 16, 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
	0	9		FUNCTIONAL BEACH	0 3 8	7 0 3	
5	0	9		BUTTOCK-PATE LENGTH	0 3 9	0 0 3	
10	0	9		SKIN LENGTH	0 3 9	3 0 3	
	0	9		SHOULDER PHOTO	0 3 9	6 0 3	
	1	3		EQUIPMENT NO. 1	0 3 9	9 0 7	
	1	2		EQUIPMENT NO. 1 CONTINUED	0 4 0	6 0 6	
	1	0		EQUIPMENT NO. 1 CONTINUED	0 4 1	2 0 4	
	1	3		EQUIPMENT NO. 2	0 4 1	6 0 7	
11	1	2		EQUIPMENT NO. 2 CONTINUED	0 4 2	3 0 6	
	1	0		EQUIPMENT NO. 2 CONTINUED	0 4 2	9 0 4	
	1	3		EQUIPMENT NO. 3	0 4 3	3 0 7	
	1	2		EQUIPMENT NO. 3 CONTINUED	0 4 4	0 0 6	
	1	0		EQUIPMENT NO. 3 CONTINUED	0 4 4	6 0 4	
	1	3		EQUIPMENT NO. 3	0 4 5	0 0 7	
	1	2		EQUIPMENT NO. 3 CONTINUED	0 4 5	7 0 6	
	1	0		EQUIPMENT NO. 3 CONTINUED	0 4 6	3 0 4	
	1	3		EQUIPMENT NO. 3	0 4 6	7 0 7	
	1	2		EQUIPMENT NO. 3 CONTINUED	0 4 7	4 0 6	
	1	0		EQUIPMENT NO. 3 CONTINUED	0 4 8	0 0 4	
	1	3		EQUIPMENT NO. 3	0 4 8	4 0 7	

CD NO 16, 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
	1	2		EQUIPMENT NO. 8 CONTINUED	0 4 9	1 0 6	
	1	0		EQUIPMENT NO. 8 CONTINUED	0 4 9	7 0 4	
	1	3		EQUIPMENT NO. 7	0 5 0	1 0 7	
	1	2		EQUIPMENT NO. 7 CONTINUED	0 5 0	8 0 6	
	1	0		EQUIPMENT NO. 7 CONTINUED	0 5 1	4 0 4	
	1	3		EQUIPMENT NO. 8	0 5 1	8 0 7	
	1	2		EQUIPMENT NO. 8 CONTINUED	0 5 2	5 0 6	
	1	0		EQUIPMENT NO. 8 CONTINUED	0 5 3	1 0 4	
	1	3		EQUIPMENT NO. 9	0 5 3	5 0 7	
	1	2		EQUIPMENT NO. 9 CONTINUED	0 5 4	2 0 6	
	1	0		EQUIPMENT NO. 9 CONTINUED	0 5 4	8 0 4	
	1	3		EQUIPMENT NO. 10	0 5 5	2 0 7	
	1	2		EQUIPMENT NO. 10 CONTINUED	0 5 5	9 0 6	
	1	0		EQUIPMENT NO. 10 CONTINUED	0 5 6	5 0 4	
	1	3		EQUIPMENT NO. 11	0 5 6	9 0 7	
	1	2		EQUIPMENT NO. 11 CONTINUED	0 5 7	6 0 6	
	1	0		EQUIPMENT NO. 11 CONTINUED	0 5 8	2 0 4	
	1	3		EQUIPMENT NO. 12	0 5 8	6 0 7	
	1	2		EQUIPMENT NO. 12 CONTINUED	0 5 9	3 0 6	
	1	0		EQUIPMENT NO. 12 CONTINUED	0 5 9	9 0 4	

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

4

I.D. Number	4	9	1	2	3	4	5	6	7	8	9	10	11	2	12	13	14	15	16	17	18	19	20	21	
Yr	Mo.	Day	TYP	LBN										NO.	Format No.	Translators	Pers.	For No.	Universal						

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750 1/13 (REV 2/63)

CODE SHEET 6 OF 15AIRCRAFT OF PERSONNEL OF CODED REVIEWED LOGGED PUNCHED VERIFIED

CD NO 16-17	CU 1 WD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	END POS.	SIZE	CODES
		1	3	EQUIPMENT NO. 11	0 6 0 3 0 7			
		1	2	EQUIPMENT NO. 12 CONTINUED	0 6 1 0 0 6			
		1	0	EQUIPMENT NO. 13 CONTINUED	0 6 1 6 0 4			
		1	3	EQUIPMENT NO. 14	0 6 2 0 0 7			
		1	2	EQUIPMENT NO. 15 CONTINUED	0 6 2 7 0 6			
		1	0	EQUIPMENT NO. 16 CONTINUED	0 6 3 3 0 4			
		1	3	EQUIPMENT NO. 17	0 6 3 7 0 7			
		1	2	EQUIPMENT NO. 18 CONTINUED	0 6 4 4 0 6			
		1	0	EQUIPMENT NO. 19 CONTINUED	0 6 5 0 0 4			
		1	3	EQUIPMENT NO. 20	0 6 5 4 0 7			
		1	2	EQUIPMENT NO. 21 CONTINUED	0 6 6 1 0 6			
		1	0	EQUIPMENT NO. 22 CONTINUED	0 6 6 7 0 4			
		1	3	EQUIPMENT NO. 23	0 6 7 1 0 7			
		1	2	EQUIPMENT NO. 24 CONTINUED	0 6 7 8 0 6			
		1	0	EQUIPMENT NO. 25 CONTINUED	0 6 8 4 0 4			
		1	3	EQUIPMENT NO. 26	0 6 8 8 0 7			
		1	2	EQUIPMENT NO. 27 CONTINUED	0 6 9 5 0 6			
		1	0	EQUIPMENT NO. 28 CONTINUED	0 7 0 1 0 4			
		1	3	EQUIPMENT NO. 29	0 7 0 5 0 7			
		1	2	EQUIPMENT NO. 30 CONTINUED	0 7 1 2 0 6			

CD NO 16-17	CU 1 WD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	END POS.	SIZE	CODES
		1	0	EQUIPMENT NO. 19 CONTINUED	0 7 1 8 0 4			
		1	3	EQUIPMENT NO. 20	0 7 2 2 0 7			
		1	2	EQUIPMENT NO. 20 CONTINUED	0 7 2 9 0 6			
		1	0	EQUIPMENT NO. 20 CONTINUED	0 7 3 5 0 4			
		1	0	EQUIPMENT NO. 21	0 7 3 9 0 4			
		1	0	EQUIPMENT NO. 22	0 7 4 3 0 4			
		1	0	EQUIPMENT NO. 23	0 7 4 7 0 4			
12		1	0	EQUIPMENT NO. 24	0 7 5 1 0 4			
		1	0	EQUIPMENT NO. 25	0 7 5 5 0 4			
		1	0	EQUIPMENT NO. 26	0 7 5 9 0 4			
		1	0	EQUIPMENT NO. 27	0 7 6 3 0 4			
		13	0	EQUIPMENT NO. 28	0 7 6 7 0 4			
		1	0	EQUIPMENT NO. 29	0 7 7 1 0 4			
		1	0	EQUIPMENT NO. 30	0 7 7 5 0 4			
		1	0	EQUIPMENT NO. 31	0 7 7 9 0 4			
		1	0	EQUIPMENT NO. 32	0 7 8 3 0 4			
		1	0	EQUIPMENT NO. 33	0 7 8 7 0 4			
		1	0	EQUIPMENT NO. 34	0 7 9 1 0 4			
		1	0	EQUIPMENT NO. 35	0 7 9 5 0 4			
		1	0	EQUIPMENT NO. 36	0 7 9 9 0 4			

AVN NAVSAFEGEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO 2(LONG)

I.D. Number	6	9	6	9	2	2				2			
	1	2	3	4	5	6	7	8	9	10	11	12	13
Yr	Mo	Day	Year	Hour	Min	Sec							
TIMECODES													
TERRAIN/WEATHER													
Pilot Observer Passenger Cargo													

COMMON FIELDS TO ALL ARUS

NAVSAFEGEN 2750 1-74 (REV 2/69)

CODE SHEET 7 OF 15AIRCRAFT 1 OF 1PERSONNEL 1 OF 2CODED REVIEWED LOGGED PUNCHED VERIFIED

CD NO 16 17	CU	FWD	ADD	CU	FIELD NAME		BEGIN TAPE POS.	FLD SIZE	CODES
	1	0			EQUIPMENT NO. 11		0 8 0 3 0 4	1 1 1 1	██████████
	1	0			EQUIPMENT NO. 10		0 8 0 7 0 4	1 1 1 1	██████████
	1	0			EQUIPMENT NO. 09		0 8 1 1 0 4	1 1 1 1	██████████
	0				EQUIPMENT NO. 08		0 8 1 5 0 4	1 1 1 1	██████████
	1	1			LOCATION IN AIRCRAFT		0 8 1 9 0 5	1 1 1 1	██████████
	0	9			MEASURED ESCAPE		0 8 2 4 0 3	3 1 1	██████████
	0	7			MENT FOR ESCAPE		0 8 2 7 0 1	1 1 1 1	██████████
	0	7			EXIT USED		0 8 2 8 0 1	1 1 1 1	██████████
14	0	7			GOALS FOR EXIT		0 8 2 9 0 1	1 1 1 1	██████████
	0	8			GRESS-Escape		0 8 3 0 0 2	1 1 1 1	██████████
	0	9			MEASURED FOR ESCAPE		0 8 3 2 0 3	1 1 1 1	██████████
	0	8			MEASURED FOR ESCAPE NO. 10		0 8 3 5 0 2	1 1 1 1	██████████
	1	0			MEASURED FOR ESCAPE NO. 11		0 8 3 7 0 4	1 1 1 1	██████████
	0	9			MEASURED FOR ESCAPE NO. 12		0 8 4 1 0 3	1 1 1 1	██████████
	1	3			ARMED FOR ESCAPE		0 8 4 4 0 7	1 1 1 1	██████████
	0	8			ARMED FOR ESCAPE NO. 13		0 8 5 1 0 2	1 1 1 1	██████████
	1	4			ARMED FOR ESCAPE		0 8 5 3 0 7	1 1 1 1	██████████
	1	4			ARMED FOR ESCAPE		0 8 6 0 0 7	1 1 1 1	██████████
	1	4			ARMED SEAT		0 8 6 7 0 7	1 1 1 1	██████████
	1	4			ARMED SEAT		0 8 7 4 0 7	1 1 1 1	██████████

CD NO 16 17	CU	FWD	ADD	CU	FIELD NAME		BEGIN TAPE POS.	FLD SIZE	CODES
	0	9			JUMP/PARA/SAIL/OTHER SCHOOL ROLE		0 8 8 1 0 3	1 1 1 1	██████████
	1	2			EGRESS OFF BEFORE PROB 1 & 2		0 8 8 4 0 6	1 1 1 1	██████████
	1	2			EGRESS OFF BEFORE PROB 3 & 4		0 8 9 0 0 6	1 1 1 1	██████████
	1	2			EGRESS OFF DURING PROB 1 & 2		0 8 9 6 0 6	1 1 1 1	██████████
	1	2			EGRESS OFF DURING PROB 3 & 4		0 9 0 2 0 6	1 1 1 1	██████████
	1	2			EGRESS OFF AFTER PROB 1 & 2		0 9 0 8 0 6	1 1 1 1	██████████
	1	2			EGRESS OFF AFTER PROB 3 & 4		0 9 1 4 0 6	1 1 1 1	██████████
	1	1			TIME FROM EMER INTL. ESCAPE ATTEM		0 9 2 0 0 5	1 1 1 1	██████████
	0	9			REASON FOR DELAY		0 9 2 5 0 3	1 1 1 1	██████████
	1	1			TERAIN CLEAR 21 ESCAPE		0 9 2 8 0 5	1 1 1 1	██████████
	1	1			TERAIN CLEAR 21 PLANE OPENING		0 9 3 3 0 5	1 1 1 1	██████████
	0	9			AIR SPEED		0 9 3 8 0 3	1 1 1 1	██████████
	0	9			GROUND SPEED		0 9 4 1 0 3	1 1 1 1	██████████
	0	7			PHONE SHUT NOT OPEN		0 9 4 4 0 1	1 1 1 1	██████████
	1	2			PROT-CRTE HELMET CHINSTRAP/visor		0 9 4 5 0 6	1 1 1 1	██████████
	0	8			CHIN STRAP/NAPE STRAP		0 9 5 1 0 2	1 1 1 1	██████████
	0	8			ZERO LANYARD		0 9 5 3 0 2	1 1 1 1	██████████
	0	7			AUTO/EAP/BFT RELEASE		0 9 5 5 0 1	1 1 1 1	██████████
	1	0			A/C/E CANOPY REMOVAL		0 9 5 6 0 4	1 1 1 1	██████████
	0	9			EJECTION		0 9 6 0 0 3	1 1 1 1	██████████

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

ID Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	Yr	Mt	Day	TVD	Log	A/C	No										

Format No. _____
Transmission _____
Pnts Sequence _____
Tst Nbr Card _____

NAVSAFECEN 3750.1/15 (REV 2/89)

CODE SHEET 8OF 15AIRCRAFT OF PERSONNEL 1OF 2

CODED: _____ REVIEWED: _____ LOGGED: _____ PUNCHED: _____ VERIFIED: _____

COMMON FIELDS TO ALL CARDS

CD NO. 16 17	CU FWD	ADD	CL	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
	1 0			ROCK POSITION	0 9 6 3 0 4	5	
	0 9			SEAT POSITION/SEATO TYPE SEPARATION	0 9 6 7 0 3	5	
	1 2			Parachute Data Deploy/Open Space/Deploy	0 9 7 0 0 6	5	
	1 0			PARACHUTE DAMAGE	0 9 7 6 0 4	5	
	1 0			PARACHUTE DAMAGE CAUSE	0 9 8 0 0 4	5	
	0 7			DIRECTION FACED AS CHUTE IS DEPLOYED	0 9 8 4 0 1	5	
	1 1			LANDING GEAR LEGS WEIGHT SYMBOL	0 9 8 5 0 5	5	
	0 9			DEPLOYED BY CHUTE EJECTION CHARGES	0 9 9 0 0 3	5	
	1 0			AMBUL POSITION	0 9 9 3 0 4	5	
	0 9			DEPLOYED BEFORE LANDED	0 9 9 7 0 3	5	
	0 7			SNOP	1 0 0 0 0 1	5	
	1 1			SURVIVAL TRAINING AWARE	1 0 0 1 0 5	5	
	1 1			SURVIVAL TRAINING CLOTHING	1 0 0 6 0 5	5	
	1 1			PARADECTO (RESC)	0 1 1 0 5	5	
	1 1			SURVIVAL TRAIN DOWN RESCUE RATE	1 0 1 6 0 5	5	
15	1 1			SURVIVAL TRAIN EVACUATED RATE	1 0 2 1 0 5	5	
	1 1			SURVIVAL THROWN DOWN	1 0 2 6 0 5	5	
	1 1			SURVIVAL THROWN WHITE	1 0 3 1 0 5	5	
	1 1			SURVIVAL THROWN RESENT	1 0 3 6 0 5	5	
	1 1			SURVIVAL THROWN IN	1 0 4 1 0 5	5	

CD NO. 16 17	CU FWD	ADD	CL	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
	1 1			SURVIVAL TRAINING GENERAL	1 0 4 6 0 5	5	
	1 3			CONDITIONS AT SURVIVAL/ RESCUE SITE (TEMP WINDS)	1 0 5 1 0 7	5	
	1 0			CONDITION AT SITE CONT. WAVES	1 0 5 8 0 4	5	
	1 0			CONDITION AT SITE CONT. TERAIN WEATHER	1 0 6 2 0 4	5	
	1 1			TIME LAPSE MISHAP TO ALERT (RESC VEH)	1 0 6 6 0 5	5	
	1 0			TIME LAPSE OTHER ASSIST NO. 1	1 0 7 1 0 4	5	
	1 0			TIME LAPSE OTHER ASSIST NO. 2	1 0 7 5 0 4	5	
	1 1			TIME LAPSE ALERT TO DEPART (RESC VEH)	1 0 7 9 0 5	5	
	1 0			TIME LAPSE ALERT TO DEPART (ASSIST NO. 1)	1 0 8 4 0 4	5	
	1 0			TIME LAPSE ALERT TO DEPART (ASSIST NO. 2)	1 0 8 8 0 4	5	
	1 1			TIME LAPSE ALERT TO LOCATE (RESC VEH)	1 0 9 2 0 5	5	
	1 0			TIME LAPSE ALERT TO LOCATE (ASSIST NO. 1)	1 0 9 7 0 4	5	
	1 0			TIME LAPSE ALERT TO LOCATE (ASSIST NO. 2)	1 1 0 1 0 4	5	
	1 1			TIME LOCATE TO REACH (RESC VEHICLE)	1 1 0 5 0 5	5	
	1 0			LOCATE TO REACH (ASSIST NO. 1)	1 1 1 0 0 4	5	
	1 0			LOCATE TO REACH (ASSIST NO. 2)	1 1 1 4 0 4	5	
	1 1			TIME LAPSE MISHAP TO RESCUE/ABANDON	1 1 1 8 0 5	5	
	1 0			TIME LAPSE MISHAP TO RESCUE COMPLETE	1 1 2 3 0 4	5	
	1 0			TIME INWATER	1 1 2 7 0 4	5	
	1 0			TIME IN RAFT	1 1 3 1 0 4	5	

AVN NAVSAFECCEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

1

I.D. Number	1	7	17	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Mr.	Ms.																
COMMON FIELDS TO ALL CARDS																		

NAVSAFECEN 3750-1/10 (REV 2/69)

CODE SHEET 9 OF 15
AIRCRAFT 1 OF 1 PERSONNEL 2 OF 2

CODED _____ REVIEWED _____ LOGGED _____ PUNCHED _____ VERIFIED _____

ED NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS. 1 2 3	FLD SIZE 1 2 3	CODES
Φ1	1 3			NAME (LAST)	0 0 2 2 0 7	(b) (6)	
	1 3			NAME (FIRST)	0 0 2 2 0 7		
	0 9			NAME (MIDDLE)	0 0 3 6 0 3		
	0 7			NAME (SUFFIX)	0 0 3 9 0 1		
Φ2	0 7			DIAGNOSIS (GENERAL)	0 0 4 0 0 1		
	0 7			DIAGNOSIS	0 0 4 1 0 1		
	0 7			DIAGNOSIS	0 0 4 2 0 1		
	0 7			DIAGNOSIS	0 0 4 3 0 1		
	0 8			DIAGNOSIS (CONT.)	0 0 4 4 0 2		
	0 8			DIAGNOSIS (CONT.)	0 0 4 5 0 2		
	0 8			DIAGNOSIS (CONT.)	0 0 4 6 0 2		
	0 9			DIAGNOSIS (CONT.)	0 0 5 0 0 3		
	0 8			DIAGNOSIS	0 0 5 1 0 2		
	0 8			DIAGNOSIS	0 0 5 2 0 2		
Φ3	1 3			INJURY-NUM 1 BODY PART	0 0 5 1 0 7		
	1 3			INJURY-NUM 1 DIAGNOSIS	0 0 6 4 0 7		
	1 3			INJURY-NUM 1 CAUSE	0 0 7 1 0 7		
	1 3			INJURY-NUM 1 BODY PART	0 0 7 8 0 7		
	1 3			INJURY-NUM 1 DIAGNOSIS	0 0 8 5 0 7		
	1 3			INJURY-NUM 1 CAUSE	0 0 9 7 0 7		

ED NO 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS. 1 2 3	FLD SIZE 1 2 3	CODES
	1 3			INJURY NO 3 BODY PART	0 0 9 5 0 7		
	1 3			INJURY NO 3 DIAGNOSIS	0 1 0 6 0 7		
	1 3			INJURY NO 3 CAUSE	0 1 1 3 0 7		
	1 3			INJURY NO 4 BODY PART	0 1 2 0 0 7		
	1 3			INJURY NO 4 DIAGNOSIS	0 1 2 7 0 7		
	1 3			INJURY NO 4 CAUSE	0 1 3 4 0 7		
	1 3			INJURY NO 5 BODY PART	0 1 4 1 0 7		
	1 3			INJURY NO 5 DIAGNOSIS	0 1 4 6 0 7		
	1 3			INJURY NO 5 CAUSE	0 1 5 5 0 7		
	1 2			LABORATORY TEST NO 1	0 1 6 2 0 6		
	1 2			LABORATORY TEST NO 2	0 1 6 8 0 6		
	1 2			LABORATORY TEST NO 3	0 1 7 4 0 6		
	1 2			LABORATORY TEST NO 4	0 1 8 0 0 6		
	1 2			LABORATORY TEST NO 5	0 1 8 6 0 6		
	1 2			LABORATORY TEST NO 6	0 1 9 2 0 6		
	1 2			LABORATORY TEST NO 7	0 1 9 8 0 6		
	1 2			LABORATORY TEST NO 8	0 2 0 4 0 6		
	0 8			TEST	0 2 1 0 0 2		
	0 9			PRE EXISTING DISEASE NO 1	0 2 1 2 0 3		
	0 9			PRE EXISTING DISEASE NO 2	0 2 1 5 0 3		

AVN NAVSAFESEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

2

I.D. Number	1 2 3 4 5 6 7 8 9									2			14 15 16 17		
	Yr.	Mo.	Day	Type	Log	A/C NO.	Flight No.	Transition	Fps Secular	Tot No. Cards					

NAVSAFESEN 3750.1/11 (REV 2/69)

CODE SHEET 10OF 15

AIRCRAFT _____ OF _____

PERSONNEL 2OF 2

CODED _____ REVIEWED _____ LOGGED _____ PUNCHED _____ VERIFIED _____

COMMON FIELDS TO ALL CARDS

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BIN	TAPE POS.	FLD SIZE	CODES
		0 9		PRE-EXISTING DISEASE NO. 1	0 2 1	8 0 3		
		0 8		AUTOPSY	0 2 2 1	0 2		
04	1 0			MATERIAL TO AIR	0 2 2 3	0 4		
	0 7			AIR REPORT	0 2 2 7	0 1		
	1 1			ADDITIONAL INJURY NO. 1	0 2 2 8	0 5		
	1 1			ADDITIONAL INJURY NO. 2	0 2 3 3	0 5		
	1 1			ADDITIONAL INJURY NO. 3	0 2 3 8	0 5		
	1 1			ADDITIONAL INJURY NO. 4	0 2 4 3	0 5		
	1 1			PSYCHOMOTORIC STATUS FACTOR NO. 1	0 2 4 8	0 5		
	1 1			PSYCHOPHYSIOLOGICAL FACTOR NO. 2	0 2 5 3	0 5		
	1 1			PSYCHOPHYSIOLOGICAL FACTOR NO. 3	0 2 5 8	0 5		
	1 1			PSYCHOPHYSIOLOGICAL FACTOR NO. 4	0 2 6 3	0 5		
	1 1			PSYCHOPHYSIOLOGICAL FACTOR NO. 5	0 2 6 8	0 5		
	1 1			PSYCHOPHYSIOLOGICAL FACTOR NO. 6	0 2 7 3	0 5		
	1 1			PSYCHOPHYSIOLOGICAL FACTOR NO. 7	0 2 7 8	0 5		
	1 1			PSYCHOPHYSIOLOGICAL FACTOR NO. 8	0 2 8 3	0 5		
05	0 8			ROLE-UP INFORMATION	0 2 8 8	0 2		
	1 2			LEAVE INFO	0 2 9 0	0 6		
	0 9			DATE LAST FLIGHT	0 2 9 6	0 3		
	1 2			NO. OF DAYS TYPE	0 2 9 9	0 6		
				DATE LAST FREE FLIGHT	0 2 9 9	0 6		

CD NO 16 17	CU FWD	ADD	CU	FIELD NAME	BIN	TAPE POS.	FLD SIZE	CODES
06	0 9			HOURS FLOWN LAST 24	0 3 0 5	0 3		
	0 9			HOURS FLOWN LAST 48	0 3 0 6	0 3		
	1 0			MISSIONS FLOWN LAST 24 (24) 48 (24)	0 3 1 1	0 4		
	1 2			HOURS WORKED LAST 24 (30) 48 (30)	0 3 1 5	0 6		
	1 2			HOURS SLEPT LAST 24 (30) 48 (30)	0 3 2 1	0 6		
	0 9			HOURS DUTY PRIOR TO MISHAP	0 3 2 7	0 3		
07	0 9			HOURS AWARE PRIOR TO MISHAP	0 3 3 0	0 3		
	0 9			HOURS DURATION LAST SLEEP	0 3 3 3	0 3		
	0 8			TIME IN COCKPIT PRIOR TO MISHAP	0 3 3 6	0 2		
	1 2			PHYSIOLOGICAL TRAINING NO. 1	0 3 3 8	0 6		
	1 2			PHYSIOLOGICAL TRAINING NO. 2	0 3 4 4	0 6		
08	1 2			PHYSIOLOGICAL TRAINING NO. 3	0 3 5 0	0 6		
	1 2			PHYSIOLOGICAL TRAINING NO. 4	0 3 5 6	0 6		
	1 2			PHYSIOLOGICAL TRAINING NO. 5	0 3 6 2	0 6		
	1 2			PHYSIOLOGICAL TRAINING NO. 6	0 3 6 8	0 6		
	0 8			AGE	0 3 7 4	0 2		
	0 8			HEIGHT	0 3 7 6	0 2		
	0 9			WEIGHT	0 3 7 8	0 3		
09	0 9			SITTING HEIGHT	0 3 8 1	0 3		
	0 9			TRUNK HEIGHT	0 3 8 4	0 3		

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

3

I.D. Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	Yr.	Mo.	Day	Type	Loc.	AIC	No.						Farmers No.	Translators	Permit	Permit	No.	No.	No.	No.	No.

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-112 REV 2-89

CODE SHEET 11 OF 15AIRCRAFT 1 OF 1PERSONNEL 2 OF 2CODES: REVIEWED: LOGGED: PUNCHED: VERIFIED:

CD NO. 16 17	CU	FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
5	0	9			FUNCTIONAL REACH	0 3 8	7 0 3	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
10	0	9			BUTTOCK KNEE LENGTH	0 3 9	0 0 3	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	0	9			LEG LENGTH	0 3 9	3 0 3	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	0	9			SHOULDER WIDTH	0 3 9	6 0 3	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	3			EQUIPMENT NO. 1	0 3 9	9 0 7	<input checked="" type="checkbox"/>
	1	2			EQUIPMENT NO. 1 CONTINUED	0 4 0	6 0 6	<input checked="" type="checkbox"/>
	1	0			EQUIPMENT NO. 1 CONTINUED	0 4 1	2 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	3			EQUIPMENT NO. 2	0 4 1	6 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	2			EQUIPMENT NO. 2 CONTINUED	0 4 2	3 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	0			EQUIPMENT NO. 2 CONTINUED	0 4 2	9 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	3			EQUIPMENT NO. 3	0 4 3	3 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	2			EQUIPMENT NO. 3 CONTINUED	0 4 4	0 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	0			EQUIPMENT NO. 3 CONTINUED	0 4 4	6 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	3			EQUIPMENT NO. 4	0 4 5	0 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	2			EQUIPMENT NO. 4 CONTINUED	0 4 5	7 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	0			EQUIPMENT NO. 5 CONTINUED	0 4 6	3 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	3			EQUIPMENT NO. 5	0 4 6	7 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	2			EQUIPMENT NO. 5 CONTINUED	0 4 7	4 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	0			EQUIPMENT NO. 5 CONTINUED	0 4 8	0 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	1	3			EQUIPMENT NO. 6	0 4 8	4 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>

CD NO. 16 17	CU	FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
		1	2		EQUIPMENT NO. 6 CONTINUED	0 4 9	1 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	0		EQUIPMENT NO. 6 CONTINUED	0 4 9	7 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	3		EQUIPMENT NO. 1	0 5 0	1 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	2		EQUIPMENT NO. 7 CONTINUED	0 5 0	8 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	0		EQUIPMENT NO. 7 CONTINUED	0 5 1	4 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	3		EQUIPMENT NO. 8	0 5 1	8 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	2		EQUIPMENT NO. 8 CONTINUED	0 5 2	5 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	0		EQUIPMENT NO. 8 CONTINUED	0 5 3	1 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	3		EQUIPMENT NO. 9	0 5 3	5 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	2		EQUIPMENT NO. 9 CONTINUED	0 5 4	2 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	0		EQUIPMENT NO. 9 CONTINUED	0 5 4	8 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	3		EQUIPMENT NO. 10	0 5 5	2 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	2		EQUIPMENT NO. 10 CONTINUED	0 5 5	9 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	0		EQUIPMENT NO. 10 CONTINUED	0 5 6	5 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	3		EQUIPMENT NO. 11	0 5 6	9 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	2		EQUIPMENT NO. 11 CONTINUED	0 5 7	6 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	0		EQUIPMENT NO. 11 CONTINUED	0 5 8	2 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	3		EQUIPMENT NO. 12	0 5 8	6 0 7	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	2		EQUIPMENT NO. 12 CONTINUED	0 5 9	3 0 6	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
		1	0		EQUIPMENT NO. 12 CONTINUED	0 5 9	9 0 4	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

4

ID Number	2	4	7	9	11	13	14	15	16	17	18	19	20	21
Yr	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Mo	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Type	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Line	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Format No.	2													
Registration	A	B	C	D	E	F	G	H	I	J	K	L	M	N
Permanence	1	2	3	4	5	6	7	8	9	10	11	12	13	14
For Serial	1	2	3	4	5	6	7	8	9	10	11	12	13	14

NAVSAFECEN 3750 T/13 (REV 2/69)

CODE SHEET 12 OF 15
AIRCRAFT 1 OF 2 PERSONNEL 2 OF 2

COPIED _____ REVIEWED _____ LOGGED: _____ PUNCHED: _____ VERIFIED: _____

COMMON FIELDS TO ALL CODES			
CD NO. 16 17	CU FWD	ADD CU	FIELD NAME
			BEGIN TAPE POS FLD SIZE
1 3			EQUIPMENT NO. 1
1 2			EQUIPMENT NO. 2
1 0			EQUIPMENT NO. 3
1 3			EQUIPMENT NO. 4
1 2			EQUIPMENT NO. 5
1 0			EQUIPMENT NO. 6
1 3			EQUIPMENT NO. 7
1 2			EQUIPMENT NO. 8
1 0			EQUIPMENT NO. 9
1 3			EQUIPMENT NO. 10
1 2			EQUIPMENT NO. 11
1 0			EQUIPMENT NO. 12
1 3			EQUIPMENT NO. 13
1 2			EQUIPMENT NO. 14
1 0			EQUIPMENT NO. 15
1 3			EQUIPMENT NO. 16
1 2			EQUIPMENT NO. 17
1 0			EQUIPMENT NO. 18
1 3			EQUIPMENT NO. 19
1 2			EQUIPMENT NO. 20
1 0			EQUIPMENT NO. 21
1 3			EQUIPMENT NO. 22
1 2			EQUIPMENT NO. 23
1 0			EQUIPMENT NO. 24
1 3			EQUIPMENT NO. 25
1 2			EQUIPMENT NO. 26
1 0			EQUIPMENT NO. 27
1 3			EQUIPMENT NO. 28
1 2			EQUIPMENT NO. 29
1 0			EQUIPMENT NO. 30
1 3			EQUIPMENT NO. 31
1 2			EQUIPMENT NO. 32
1 0			EQUIPMENT NO. 33
1 3			EQUIPMENT NO. 34
1 2			EQUIPMENT NO. 35
1 0			EQUIPMENT NO. 36
1 3			EQUIPMENT NO. 37
1 2			EQUIPMENT NO. 38

COMMON FIELDS TO ALL CODES			
CD NO. 16 17	CU FWD	ADD CU	FIELD NAME
			BEGIN TAPE POS FLD SIZE
1 0			EQUIPMENT NO. 19 CONTINUED
1 3			EQUIPMENT NO. 20
1 2			EQUIPMENT NO. 20 CONTINUED
1 0			EQUIPMENT NO. 20 CONTINUED
1 3			EQUIPMENT NO. 21
1 2			EQUIPMENT NO. 22
1 0			EQUIPMENT NO. 23
1 3			EQUIPMENT NO. 24
1 2			EQUIPMENT NO. 25
1 1			EQUIPMENT NO. 26
1 0			EQUIPMENT NO. 27
1 3			EQUIPMENT NO. 28
1 2			EQUIPMENT NO. 29
1 0			EQUIPMENT NO. 30
1 3			EQUIPMENT NO. 31
1 2			EQUIPMENT NO. 32
1 0			EQUIPMENT NO. 33
1 3			EQUIPMENT NO. 34
1 2			EQUIPMENT NO. 35
1 0			EQUIPMENT NO. 36
1 3			EQUIPMENT NO. 37
1 2			EQUIPMENT NO. 38

AVN NAVSAFECEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

5

I.D. Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Yr.	Mo.	Day	Year	Line					Alt. NO.	Latitude Min.	Longitude Min.		Pass Sequence	Total No. Cards			

2

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 2150 1/14 REV 2/68
 CODE SHEET 13 OF 15
 AIRCRAFT OF PERSONNEL 2 OF 2
 CODED: REVIEWED: LOGGED: PUNCHED: VERIFIED:

CD NO. 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
	1 0			EQUIPMENT NO. 07	0 8 0 3 0 4	1 1	
	1 0			EQUIPMENT NO. 06	0 8 0 7 0 4	1 1	
	1 0			EQUIPMENT NO. 05	0 8 1 1 0 4	1 1	
	0			EQUIPMENT NO. 04	0 8 1 5 0 4	1 1	
13	1 1			LOCATION IN AIRCRAFT	0 8 1 9 0 5	1 2 1 1 1	
	0 9			METHOD OF ESCAPE	0 8 2 4 0 3	1 1	
	0 7			INFANT EQUIVALENT	0 8 2 7 0 1	1	
	0 7			EXCLUDED	0 8 2 8 0 1	1	
	0 7			DISABILITY CONDITION	0 8 2 9 0 1	1	
	0 6			TIME TO ESCAPE	0 8 3 0 0 2	1	
14	0 5			POSITION IN AIRCRAFT	0 8 3 2 0 3	1 1	
	0 5			POSITION IN AIRCRAFT DESCRIBE	0 8 3 5 0 2	1	
	1 0			POSITION IN AIRCRAFT DESCRIBE	0 8 3 7 0 4	1 1	
	0 9			POSITION IN AIRCRAFT DESCRIBE	0 8 4 1 0 3	1	
	1 3			POSITION IN AIRCRAFT DESCRIBE	0 8 4 4 0 7	1 1	
	0 6			POSITION IN AIRCRAFT DESCRIBE	0 8 5 1 0 2	1	
	1 4			POSITION IN AIRCRAFT DESCRIBE	0 8 5 3 0 7	1 1	
	1 4			POSITION IN AIRCRAFT DESCRIBE	0 8 6 0 0 7	1 1	
	1 4			POSITION IN AIRCRAFT DESCRIBE	0 8 6 7 0 7	1 1	
	1 4			POSITION IN AIRCRAFT DESCRIBE	0 8 7 4 0 7	1 1	

CD NO. 16 17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS	FLD SIZE	CODES
	0 9			JUMP/PARASAIL/OTHER SCHOOL ROLE	0 8 8 1 0 3	1	
	1 2			EGRESS DIFF BEFORE PHOB 1 & 2	0 8 8 4 0 6	1	
	1 2			EGRESS DIFF BEFORE PHOB 3 & 4	0 8 9 0 0 6	1	
	1 2			EGRESS DIFF DURING PHOB 1 & 2	0 8 9 6 0 6	1	
	1 2			EGRESS DIFF DURING PHOB 3 & 4	0 9 0 2 0 6	1	
	1 2			EGRESS DIFF AFTER PHOB 1 & 2	0 9 0 8 0 6	1	
	1 2			EGRESS DIFF AFTER PHOB 3 & 4	0 9 1 4 0 6	1	
	1 1			TIME FROM EMERG. UNTIL ESCAPE ATTEM	0 9 2 0 0 5	1	
	0 9			REASON FOR DELAY	0 9 2 5 0 3	1	
	1 1			TERAIN CLEAR AT ESCAPE	0 9 2 8 0 5	1	
	1 1			TERAIN CLEAR AT PHOB OPENING	0 9 3 3 0 5	1	
	0 9			AIR SPEED	0 9 3 8 0 3	1	
	0 9			WIND SPEED	0 9 4 1 0 3	1	
	0 7			PHOB DID NOT OPEN	0 9 4 4 0 1	1	
	1 2			PROTECTIVE HELMET CHINSTRAP/ADVISOR	0 9 4 5 0 6	1	
	0 8			CHINSTRAP/NAPE STRAP	0 9 5 1 0 2	1	
	0 8			ZERO LANYARD	0 9 5 3 0 2	1	
	0 7			AUTO LAP BELT RELEASE	0 9 5 5 0 1	1	
	1 0			ACFT CANOPY REMOVAL	0 9 5 6 0 4	1	
	0 9			EJECTION	0 9 6 0 0 3	1	

AVN NAVSAFECCEN MISHAP CODE SHEET PERSONNEL SECTION FORMAT NO. 2(LONG)

6

ID Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	Yr	Mo	Day	Tue	Wed	Thu	Fri	Sat	A.S.	No.	Remarks	TIMECODE	PERIOD	PERIOD	TAX NO.	Cards	

COMMON FIELDS TO ALL CARDS

NAVSAFECCEN 0750-1/15 (REV 2/09)

CODE SHEET 14OF 15AIRCRAFT OF PERSONNEL 2 OF 2CODED REVIEWED LOGGED PUNCHED VERIFIED

CD NO 16-17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		1 0		BIRTH/RESOCES	0 9 6 3 0 4	1 1 1 1	██████████
		0 9		DEAT/CONTINUATION TYPE SEPARATION	0 9 6 7 0 3	1 1 1 1	██████████
		1 2		Personnel Name Initials/Name (cont'd)	0 9 7 0 0 5	1 1 1 1 1 1	██████████
		1 0		VARIATION (E) (ARMED)	0 9 7 6 0 4	1 1 1 1 1 1	██████████
		1 0		ARMED/ARMED	0 9 8 0 0 4	1 1 1 1 1 1	██████████
		0 7		TIME LAPSE ALERT TO ALERT RESCUE VEH	0 9 8 4 0 1	██████████	
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	0 9 8 5 0 5	1 1 1 1 1 1	██████████
		0 9		TIME LAPSE ALERT TO DEPART (RESCUE VEH)	0 9 9 0 0 3	1 1 1 1 1 1	██████████
		1 0		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	0 9 9 3 0 4	1 1 1 1 1 1	██████████
		0 9		TIME LAPSE ALERT TO DEPART (RESCUE VEH)	0 9 9 7 0 3	1 1 1 1 1 1	██████████
		0 7		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 0 0 0 1	██████████	
15		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 0 1 0 5	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 0 6 0 5	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 1 1 0 5	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 1 6 0 5	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 2 1 0 5	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 2 6 0 5	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 3 1 0 5	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 3 6 0 5	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 4 1 0 5	1 1 1 1 1 1	██████████

CD NO 16-17	CU FWD	ADD	CU	FIELD NAME	BEGIN TAPE POS.	FLD SIZE	CODES
		1 1		SURVIVAL TRAINING GENERAL	1 0 4 6 0 5	1 1 1 1 1 1	██████████
		1 3		CONDITIONS AT SURVIVAL/ RESCUE SITE (TEMP WINDS)	1 0 5 1 0 7	1 1 1 1 1 1	██████████
		1 0		CONDITION AT SITE CONT (WAVES)	1 0 5 8 0 4	1 1 1 1 1 1	██████████
		1 0		CONDITION AT SITE CONT (TERRAIN WEATHER)	1 0 5 2 0 4	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE MISHAP TO ALERT RESCUE VEH	1 0 6 6 0 5	1 1 1 1 1 1	██████████
		1 0		TIME LAPSE OTHER ASSIST NO. 1	1 0 7 1 0 4	1 1 1 1 1 1	██████████
		1 0		TIME LAPSE OTHER ASSIST NO. 2	1 0 7 5 0 4	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE ALERT TO DEPART (RESCUE VEH)	1 0 7 9 0 5	1 1 1 1 1 1	██████████
		1 0		TIME LAPSE ALERT TO DEPART (ASSIST NO. 1)	1 0 8 4 0 4	1 1 1 1 1 1	██████████
		1 0		TIME LAPSE ALERT TO DEPART (ASSIST NO. 2)	1 0 8 8 0 4	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE ALERT TO LOCATE (RESCUE VEH)	1 0 9 2 0 5	1 1 1 1 1 1	██████████
		1 0		TIME LAPSE ALERT TO LOCATE (ASSIST NO. 1)	1 0 9 7 0 4	1 1 1 1 1 1	██████████
		1 0		TIME LAPSE ALERT TO LOCATE (ASSIST NO. 2)	1 1 0 1 0 4	1 1 1 1 1 1	██████████
		1 1		TIME LOCATE TO REACH RESCUE VEHICLE	1 1 0 5 0 5	1 1 1 1 1 1	██████████
		1 0		LOCATE TO REACH (ASSIST NO. 1)	1 1 1 0 0 4	1 1 1 1 1 1	██████████
		1 0		LOCATE TO REACH (ASSIST NO. 2)	1 1 1 4 0 4	1 1 1 1 1 1	██████████
		1 1		TIME LAPSE MISHAP TO RESCUE/ABANDON	1 1 1 8 0 5	1 1 1 1 1 1	██████████
		1 0		TIME LAPSE MISHAP TO RESCUE COMPLETE	1 1 2 3 0 4	1 1 1 1 1 1	██████████
		1 0		TIME IN WATER	1 1 2 7 0 4	1 1 1 1 1 1	██████████
		1 0		TIME IN RAFT	1 1 3 1 0 4	1 1 1 1 1 1	██████████

AVN NAVSAFECEN MISHAP NARRATIVE CODE SHEET PERSONNEL SECTION FORMAT NO. 3

I.D. Number 1 2 3 4 Yr.	69	4	7	3	4	6			3	A	06	
	Mo.	Day	Log					Format No.	Trans Code	Tot. No. Cards		

COMMON FIELDS TO ALL CARDS

NAVSAFECEN 3750-1/19 (REV 2/69)

CARD 15 OF 15CODED: 2020 REVIEWED _____

PUNCHED: _____ VERIFIED: _____

CARD NO.
14 15 1601

22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71

PLT ATTEMPTED A LOW ALT UNAUTHORIZED ROLL + PCTT IMPACTED WATER. BOTH OCCUPANTS SUSTAINED EXTREME

IMPACT INJ. INVESTIGATION REVELED THAT THE PLT'S ACT

JOBS WERE PREDETERMINED, SINCE HE HAD TOLD HIS

WIFE HE WOULD PERFORM THE MANEUVER OVER THE BEACH

FOR HER + HIS FAMILY

020304050607080910

22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71

11121314151617181920

14 15 16

22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71

NAVAL SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

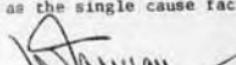
112C/1g
3750/2
Ser 2606
17 Nov 1969

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES
FOR OFFICIAL USE ONLY

From: Commander, Naval Safety Center
To: Commanding Officer, Training Squadron TEN

Subj: VT-10 AAR ser 1-70A concerning T-1A BuNo 144127 accident
occurring 30 July 1969, pilot LLEWELLYN

1. The subject report and all endorsements have been reviewed. Concur with the conclusions and recommendations of the Aircraft Accident Board as modified by subsequent endorsers.
2. The cause of this accident has been recorded indicating PILOT (violated existing regulations—attempted unauthorized low level maneuver in prohibited airspace) as the single cause factor.


W. CARMAN
By direction

Copy to:
CMC (AAP)
NAVAIRSYSCOMHQ (AIR 09E) (2)
CNATRA
CNABATRA
CO NAS PENSACOLA
NAVPRO BURBANK
DIR AFIP

Perlt
FOR OFFICIAL USE ONLY

NAVAL SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

1312/ss
22 August 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

FOR OFFICIAL USE ONLY

NAVSAFECEN INVESTIGATION 6-70

Ref: (a) CNABATPA msg 302224Z Jul 1969

1. INTRODUCTION

a. The Accident. T-1A, BU NO 144127, assigned to TRAINING SQUADRON TEN (VT-10), crashed and was destroyed (ALFA) on 30 July 1969 at 1422(R), 100°/10 NM from NAS Pensacola, Florida. The pilot, CAPT Thomas R. LLEWELLYN, USMCR, (b)(6) and student Naval Flight Officer (NFO) 1ST LT Peter R. MARTIN, USMCR, (b)(6) both received fatal injuries. No ejections were attempted and no damage to private property or civilian casualties resulted.

b. Synopsis of Flight. CAPT LLEWELLYN and 1ST LT MARTIN departed NAS Sherman Field, Pensacola, Florida, at 1355(R) on a scheduled B-4 low-level navigation flight, in BU NO 144127. At approximately 1420(R) the aircraft was observed by witnesses, to be flying level in an easterly direction paralleling Pensacola Beach 500 yards seaward at a very low altitude. Air-speed and altitude were estimated to be 300 knots and 100-300 feet respectively. As the aircraft passed Pensacola Pier it rolled port smoothly to the inverted position and stabilized for 2-3 seconds. The nose began to fall as the pilot attempted to roll starboard to the upright position. After 90 degrees of roll the nose had dropped approximately 45 degrees below the horizon. The aircraft impacted the water in this attitude and sank immediately in 30 feet of water.

2. INVESTIGATION AND ANALYSIS

a. History

(1) Pilot. CAPT LLEWELLYN, age 25, was designated a Naval Aviator in December 1966 and had accumulated 1520 flight hours, 113 of which were in the T-1A. His total jet time was 248 hours. He had recently transitioned from helicopters and was designated an NFO instructor pilot. CAPT LLEWELLYN's records revealed no evidence of previous flight violations. He was considered by his Commanding Officer to be a competent pilot with no significant adverse background or known personal problems.

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NAVSAFECEN INVESTIGATION 6-70

(2) Student Naval Flight Officer. 1ST LT MARTIN was designated a student NFO in April 1969 and had accumulated 14 flight hours. This flight was his second in a jet aircraft.

(3) Aircraft. T-1A, BUNO 144127, was accepted in January 1958 and had accumulated 1844 hours. A sixth progressive aircraft rework (PAR) was completed at Brownsville, Texas, under the direction of the Naval Plant Representative's Office in May 1968. A total of 364 hours had since been recorded.

(4) Engine. The J-33A engine, serial number 82617, was accepted in January 1958 and had accumulated 1853 operating hours. A third overhaul was completed by Southwest Airmotive Company in September 1965 and 375 operating hours had since been accumulated.

(5) Weather. Weather was not a factor in this accident.

b. Field Investigation

(1) The Naval Safety Center authorized VT-10 to commence immediate salvage efforts in order to minimize the losing/corrosion of wreckage parts. A harbor tug and six scuba divers were utilized to retrieve the wreckage from a water depth of 30 feet. Recovery and salvage was directed by NAS Pensacola. Approximately 70 percent of the aircraft was recovered.

(2) The following was determined as a result of a wreckage reconstruction layout in the squadron area:

(a) The engine was operating at or near full military thrust upon impact.

(b) Because of extreme airframe disintegration an integrity check of the flight control system was not possible, however, all available electrical and hydraulic actuators examined revealed no discrepancies.

(c) No pre or post-impact fire damage was evident.

(d) Ejection seat damage revealed that neither crewmember had initiated the ejection sequence.

(3) Interviews with the numerous witnesses, including the pilot's wife and family revealed the following:

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NAVSAFECEN INVESTIGATION 6-70

(a) CAPT LLEWELLYN had arranged for his wife and family to witness him fly across Pensacola Beach between 1415(R) and 1430(R) on the date of the accident. He told his wife that he would approach from the west, parallel the beach (close by Pensacola Pier) at low altitude and do an aileron roll in front of them.

(b) Between 300-500 witnesses, composed mainly of naval personnel and their dependents, observed the maneuver previously described in the synopsis of this report. No one observed any ejection attempt.

3. CONCLUSIONS. The cause of this accident was the pilot's entry into an unauthorized maneuver at an altitude from which he was unable to recover.

4. ACTION COMPLETED. A message brief of this accident, reference (a), was readdressed to all commands by Chief of Naval Operations.

5. DISCUSSION. Inconceivable as it may seem, this pilot did flagrantly disregard the rules of air discipline and safety for the sake of impressing his wife and family. If his attempted maneuver had been successful, his chances of remaining anonymous in front of such a large crowd of aviation oriented spectators would have been very slight. The loss of his life and that of the student is pointless. However, aviators have broken these rules in the past and some will continue to do so. No amount of lectures, object lessons and examples can prevent it entirely. The only course of action available for reducing incidents of flatfooting is an aggressive safety program strongly enforced at each level of command.

Distribution:

List "A"

CNO (OP-05F)

CNO (OP-098)

DEPARTMENTAL COMMENTS FOR "CLOSE-OUT" LETTER
ON ORIGINAL REVIEW

- NOTE: 1. Negative report is required.
2. Positive comments will be in a format suitable for inclusion in the "close out" letter.
3. Attach additional sheets if more space is required.
-

M&M DEPARTMENT: *Hon*

Ad 1237
INITIAL/CODE

AERO-MED DEPARTMENT: To Dr H for interest

No specific actioned comment *AS*

No comment now

INITIAL/CODE

COMPLETION SHEET

Action to: Correction to:	Action Required	Completed Code/Date
3750-1		/
DIR		/
Misc Items for Action or Correction		
To Code	From Code/Date	
	572 9/18	Hand-coded 9-3-69 P
	511 1 9/29/69	Initial Review P044
	512 1 9/3/69	Rough closeout letter submitted P044
	512E 1 12/3/69	Final closeout letter reviewed P044
511	512D 1 7-7-70	Final review completed and document ready for the closed file J.W.Nelson
	1	/
	1	/
	1	/
	07 JUL 1970	CLOSED
	1	/
	1	/
	1	/
	1	/

AAR REVIEW ROUTING SHEETUNIT VT-10MODEL TIABUNO 144127ADVANCE ROUTING

PRI	DEPT	DATE IN	DATE OUT	INIT	INTER-DEPT ROUTING:
	M&M		11-10-69		
LSD	10-57	9-30-69	HWS	DO NOT ROUTE	NO

DEPARTMENT REPRESENTATIVES INITIALS FOR RECEIPT OF REPORTS:

REMARKS:

ORIGINAL ROUTINGDEADLINE DATE OUT OF NAVSAFESEN
EXTENSIONS20
17 NOV 1969

DEPT	DATE IN	DEPT DEADLINE	DATE OUT	INIT	INTER-DEPT ROUTING
AAD	12 Nov		14 Nov	Loy	

NAVSAFESEN ENDORSEMENT ROUTING

PRI	DEPT	DATE IN	DATE OUT	INIT	ROUTING
1	R&DP				7/30 Draft Review R&DP
					7/30 Rough close out
2	M&M				Lt. submitted R&DP
3	ADMIN				12/31/69 Final close out Lt. reviewed R&DP

ROUTING AFTER CLOSE-OUT

DEPT	DATE IN	DATE OUT	INIT	INTER-DEPT ROUTING
LSD				

NOTES: 1. No person other than those assigned to the Records Control Branch will remove any part of this document from the folder.

2. Departments will be fully responsible and accountable for documents in their custody until checked back into Records Control Branch.

3. Any department desiring to retain this report longer than five (5) working days must notify Records Control Branch of their need for extension.

Code 015

84 SEP 1969

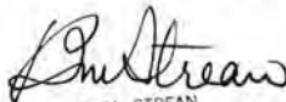
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on VT-10, accident, Ser 1-70A, concerning T-1A,
BUNO 144127, of 30 Jul 1969, pilot LLEWELLYN

From: Chief of Naval Air Training
To: Commander, Naval Safety Center

Subj: Aircraft accident report; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of the Aircraft Accident Board as modified by the second endorsement. Concur in the comments of the second endorsement.
2. The maneuver attempted did not support the assertion that Captain LLEWELLYN was an excellent naval aviator. It was instead a classic example of bad flying. Maneuvers of this nature take all the skill of an accomplished aviator and are not authorized for a very good reason.
3. By copy of this endorsement CNABATRA is requested to review with the Commanding Officer of VT-10 his authoritative responsibility in precluding acts of bad flying from recurring as well as the reasons for the permissive tenor of his endorsement.
4. Functional Commanders have been instructed to initiate programs to educate pilots as to the dire consequences of unauthorized flying.



B. M. STREAN

Copy to:
CNABATRA
COMNAVAIRSYSCOM (AIR 09E)
NAVAIRSYSCOM, NAVPLANTREPO, Burbank
CMC (Code AAP)
DIR, AFIP
NAS Pensacola
TRARON TEN

501
9-24-69

Code 013
10 SEP 1969

SEPCIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6
SERIES

SECOND ENDORSEMENT on VT-10 AAR Serial I-70A, concerning T-1A,
BUNO 144127, of 30 July 1969, pilot LLEWELLYN

From: Chief of Naval Air Basic Training
To: Commander, Naval Safety Center
Via: Chief of Naval Air Training

Subj: Aircraft Accident Report; Forwarding of

1. Forwarded.

2. The investigation has determined the cause of this accident and the first endorser has indicated concurrence in its conclusions and recommendations. It is recognized that prior to an accident a pilot may not reveal any tendencies or personal traits which would indicate that he may in the future flagrantly and knowingly violate basic rules and demonstrate poor judgement, and that it may be difficult to take action to prevent accidents resulting therefrom. However, this Command is unable to reconcile the permissive tenor that runs through the investigation report and the first endorsement. Expressions such as "he knew the rules and followed them"; "the pilot was a dedicated and responsible individual"; "on several occasions he had demonstrated excellent headwork and was in general, very conscientious, enthusiastic, and yet a conservative aviator"; "an excellent naval aviator"; and "appears to be a spontaneous event which was unavoidable . . ." are but a few examples. The apologetic, rationalizing theme carried throughout is in no way supported by the act of this pilot. Such comments, particularly the expression that this type accident is "unavoidable", raises doubts concerning authoritative responsibility in precluding acts of this nature from recurring.

3. Therefore, the statement in the first endorsement that this accident was spontaneous and unavoidable is not concurred in. The investigation clearly established the flat-hatting act as preplanned to take place at a predetermined time and location.

4. By the same token, the comments contained on page 6, paragraph 5 and again under conclusions on page 9 of the accident report are not concurred in. The fact that the pilot had extra time and spare fuel in no way whatsoever influenced this pilot's act. The seed cause of this accident was planted many hours earlier and can best be summed up as premeditated disregard of responsibility, flight discipline and leadership,; contempt for authority and disregard for the lives and property of others. What possible reason exists to whitewash the hard cold facts? This pilot killed himself and student in full view of his wife, child, inlaws, other officers and students while attempting a

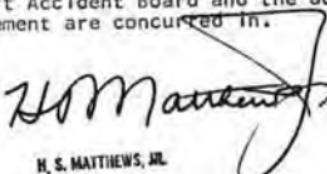
preplanned, prearranged unauthorized low level aerobatic maneuver in a prohibited airspace. Aviation safety is best served by recognizing this fact, publicizing it, and hopefully preventing future accidents of this nature.

5. During past years there have been several NABATRACOM aircraft accidents wherein during the investigation it was discovered that flight violations and flight discipline had been willfully ignored, not reported and/or permitted to occur by responsible officers. It is well known that leadership, command example, the courage and willingness to take action against non-compliance will do more for the prevention of this type accident than all directives combined. The facts of this accident were made known to the entire Naval Air Basic Training Command within six hours of its occurrence. At that time, Commanding Officers were again reassured their punitive actions against flight violators would be strongly supported.

6. The last word of the first complete sentence, page 8 of the accident report is in error and should be corrected to read "intact" vice "open".

7. The numerous format errors noted in this report will be the subject of separate action.

8. Subject to the foregoing remarks, the conclusions and recommendations of the Aircraft Accident Board and the action indicated in the first endorsement are concurred in.



Copy to:
COMNAVAIRSYSCOM (AIR 09E)
NAVSAFECEN
NAVPLANTREPO BURBANK
CMC (Code AAP)
CO, VT-10

H.S. MATTHEWS, JR.

Code A
22 August 1969

Commanding Officer's Comments

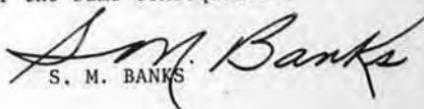
FIRST ENDORSEMENT on VT-10 accident 1-70A, concerning T-1A,
BuNo 144127 on 30 July 1969, pilot LLEWELLYN

From: Commanding Officer, Training Squadron TEN
To: Commander, U. S. Naval Safety Center
Via: (1) Chief of Naval Air Basic Training
(2) Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

1. Forwarded, concurring with the conclusions and recommendations of the AAR Board.

2. In the opinion of experienced squadron pilots, CAPT LLEWELLYN was an excellent naval aviator. An eager, aggressive pilot, he enjoyed flight instructor duty because of the opportunity to accumulate pilot flight time. He had no previous accidents or flight violations. His conduct in the squadron gave no clue that he would exercise poor judgment or violate standard procedure. The accident appears to be a spontaneous event which was unavoidable because pilot self-discipline was relaxed at an unpredictable time and in an unpredictable manner. Adequate orders, instructions, and training discipline currently exist to prevent such incidents; however, there is no assurance that under certain circumstances beyond any control the young, less-experienced pilot will not invite disaster by pushing himself and/or his aircraft beyond safe limits. Every pilot and NFO in this squadron will be briefed on the findings of this AAR. The theme which will be emphasized at this squadron level will be a quotation from a very authoritative naval aviator source, "The few pilots who choose to disregard established and well-known rules or procedures can expect to suffer the same consequences."


S. M. BANKS

Copy to:
2cc NAVSAFCEN
1cc COMNAVAIRSYSCOM (AIR 09E)
1cc CNATRA
1cc CNABATRA
1cc CO NAS PNCLA
1cc NAVPLANTREPO BURBANK
1cc CMC (Code AAP)
1cc DIR AFIP

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO, VT-10	2. SERIAL NO. 1-70A	3. DTG (LOCAL) OF MISHAP 301418R Jul 69	4. MODEL AIRCRAFT T-1A	5. BUREAU NUMBER 144127
6. TO: Commander, Naval Aviation Safety Center	7. VIA: CO TRARON TEN CNABATFA - CNATRA -	8. * 9. LOCATION OF MISHAP 100° MAG 10.2 MI NAS PNCLA ALFA	10. DAMAGE	
		11. TIME OF DAY Day	12. TIME IN FLIGHT 0+33	13. FLIGHT CODE IGI
		14. CLEARED FROM: NPA	15. TO: NPA	
16. BRIEF DESCRIPTION OF MISHAP A/C rolled inverted & collided with water.		17. TYPE CLEARANCE "Y" TACAN	18. AIRSPEED E. 250/300 KTS	19. A/C WEIGHT 14,000
				20. ELEVATION AT TIME OF MISHAP

21. LIST MODEL, BORG REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-2 for each A/C)

SECTION B. CONTRIBUTING FACTORS

* V	FACTOR	V	FACTOR	V	FACTOR
X	1. PILOT ERROR IN TECHNIQUE/JUDGMENT	9. SERVICING PERSONNEL		17. WEATHER	
X	2. PILOT DEVIATION FROM ROUTINES PROCEDURES	10. LANDING SIGNAL OFFICER		18. DESIGN AIRCRAFT	
X	3. PILOT INCORRECT OPERATION OF A/C SYSTEM	11. OTHER PERSONNEL (Specify)		19. DESIGN CREW EQUIPMENT	
X	4. PILOT OTHER (Specify)	12. ADMINISTRATIVE		20. DESIGN OTHER (Specify)	
5.	CREW	13. FACILITIES-RUNWAY, OVERHEAD TAXIWAY, FLIGHT DECK		21. ROLLING/PITCHING DECK ROUGH SEAS	
6.	MAINTENANCE PERSONNEL	14. FACILITIES-NAV AIDS, LANDING AIDS (CCA, CCA, ILS, MIRROR)		22. MATERIAL FAILURE/MALFUNCTION	
7.	MAINTENANCE SUPERVISORY PERSONNEL	15. FACILITIES-CATAPULT, ARRESTING GEAR (Ship or field)		23. UNDETERMINED	
8.	SUPERVISORY OTHER (Specify)	16. FACILITIES OTHER (Specify)		24. OTHER (Specify)	

1. NAME (Last, first, & middle initial)
PILOT (at controls at time of mishap)
LLEWELLYN, Thomas R. CAPT (b) (6) 7562 USMCR 25 8 YR FLT INSTR pilot ALFA

CO-PILOT (Identify & submit separate
BORG 3)

ITEM		ITEM						
11. ALL MODELS	1520	17. CV LANDINGS DAY/NIGHT	ALL /					
12. ALL MODELS IN LAST 12 MONTHS	627	18. FOLP LANDINGS LAST 6 MONTHS DAY/NIGHT	IV MODEL /					
13. ALL MODELS IN LAST 3 MONTHS	210	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	IV MODEL /					
14. ALL SERIES THIS MODEL	A/C T-1A OFT/CPT 112	20. NIGHT HOURS LAST 3 MONTHS	ALL 17 / 17 IN MODEL 7 / 6					
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C T-1A OFT/CPT 112	21. TOTAL HOURS IN JETS (if jet mishap) NAME & DATE of mishap	None 248					
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C T-1A OFT/CPT 44	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE 29 Jul 69 DURATION 1.3					
17.		23. TYPE INSTRUMENT CARD	Standard					
DATE/GRADE LAST NAVTOP STANDARDIZATION CHECK	12-20-68/Qual							
25. NAME (Last, first, & middle initial)	SG. DNA	27. GEN/SEX RATE	28. REAS OF SERVICE	29. FILE/ SERVCE NO.	30. UNIT	31. INJURY	32. BILLET	33. POSITION
MARTIN, Peter R.	2/LT	USMCR	(b) (6)	VT-10	ALFA	STUD	Rear Seat	

PAGE 2

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA												
A. AIC HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HOURS SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK			
	2 Jan 58	1844.3	6	13	363.5	NPRO	Calendar Brownsville	41.8	41			
B. ENGINE HISTORY	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HOURS SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK		
	J33A	82617	1582.9	3	No	375.1	SW Air Motive Co	Calendar	41.8	41		
C. COMPONENT HISTORY	1. COMPONENT INVOLVED Nomenclature	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/AMPUR				
	(1)											
D. INCIDENTS & GROUND ACCIDENTS *	1. PARTS REPAIRED				2. PARTS REPLACED							
	PART NUMBER	NOMENCLATURE			3. DIRECT MANNHOURS INVOLVED	PART NUMBER	NOMENCLATURE					
JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)												
E. ENGINE FAILURES	AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE				
	G FORCES	9. RELIGHT	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS	<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL				
INTENTIONAL SECURE	15. ENGINE SYMPTOMS				16. CAUSE OF SYMPTOMS							
RECIPROCATING ENGINE FAILURE												
INTENTIONAL SECURE	17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/DMEP	23. FUEL FLOW	24. OIL PRESSURE				
25. ENGINE SYMPTOMS				26. CAUSE OF SYMPTOMS								
F. OTHER REPORT	IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP											
	1. AMPUR SERIAL NUMBER 2. DIR MESSAGE REQUEST DATE-TIME-GROUP Info NASC on DIR request. See para. 38 OPNAVINST 3750.6 3. OTHER 4.											

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAFULT <input type="checkbox"/> ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING THRUST AND DOUBLE ARRESTOR	
10. CATAFULT/ARRESTING GEAR BULLETINS OR HOMOLOGUES USED				

11. This portion shall be completed whenever (1) an aircraft accident involves creating gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUMOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS		15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
			CONSTANT PRESSURE CONE (P.S.I.)	CONSTANT RUMOUT WT. (LBS.) RATIO		
DECK PENDANT						
DECK PENDANT						
BARRIER/BARRICADE						

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CONUS 2000 CATF	2. NO. DAYS OPERATING PERIOD	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDINGS LAST 30 DAYS
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED		6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

WEATHER AT SCENE OF MISHAP

1. CEILING 2000	2. VISIBILITY CATF 7	3. RELATIVE WIND DIRECTION AND VELOCITY 220/5	4. TEMPERATURE RUNWAY CUTSIDE AIR 8.8	5. DEW POINT 74	6. ALTIMETER SETTING
--------------------	-------------------------	--	---	--------------------	----------------------

7. OTHER WEATHER CONDITIONS (winds shifts, icing level, sea state, density altitude, as appropriate)

Thunderstorms in area West of Pensacola

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
ST DAMAGE TO:		3. GOVERNMENT PROPERTY		100 MATAVNS/TECH DIRECT (AM) 1cc COMNAVAIRSYS ✓ 1cc COM (ATR 09E) ✓ 1cc CNATRA ✓ 1cc CNABATRA ✓ 1cc CO NAS PNCLA ✓ 1cc CO VT-10 ✓ 1cc NAVPLANTREPO ✓ 1cc Burchank ✓ 1cc COB (CodeAAP) ✓ 1cc DIR APIP ✓ 3. DATE SUBMITTED TO CO ✓
		4. PRIVATE PROPERTY	AUG 18 1969	

(b) (6)

When preparing "Incident" and "Ground Accident" Reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

Part V. The Accident

A VT-10 training aircraft with pilot instructor and student naval flight officer aboard crashed into the sea off Pensacola Beach the afternoon of 30 July 1969. Both occupants were killed, and the aircraft disintegrated upon impact.

T-1A aircraft BuNo 144127 was accepted by Captain Thomas R. LLEWELLYN, pilot assigned for this flight. He completed all yellow sheet entries and manned the aircraft at 1800Z. There were no known discrepancies on the aircraft. It was pre-flighted by a qualified and designated plane captain, enclosure (21). Pre-flight checks, starting sequence, and post start checks were all normal. The pilot received his "Y" TACAN clearance (call sign 2N16) and take-off clearance was received from the control tower, NAS Pensacola, Florida. Take-off was approximately 1845Z. Departure control was contacted and an expected further clearance time of 1950Z was assigned. The pilot then switched to squadron radio frequency and reported his EAC as 1950Z.

2N16 then proceeded west along the coast on an authorized B-4 route, enclosures (19) and (20). The pilot reported Fort Morgan and was told a rainshower was obscuring the assigned target, enclosures (12) and (19). These were the last transmissions received from 2N16.

It was estimated the aircraft proceeded to the western tip of Horn Island, enclosure (19), and to Gulfpark Lake; the pilot then determined he would be unable to utilize the assigned target, so he returned along the beach route to the vicinity of Fort Morgan and then to the visual entry point for runway 24 at NAS Pensacola. By this time, the aircraft had been airborne approximately 35 minutes.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Approaching Santa Rosa Island, the pilot reduced altitude to 300-500 feet and commenced a run almost parallel with Pensacola Beach coast line from West to East, enclosure (15). Estimated heading was 070° magnetic. After passing the fishing pier, the pilot began a left roll of 180°. As the aircraft reached the inverted position, forward stick was applied in anticipation of the nose dropping. AS the aircraft commenced rolling from the inverted position, back stick was applied along with aileron, and the aircraft hit the water in a nose low attitude approximately a 45 to 70 degree dive. The right wing of the aircraft and the nose section contacted the water at approximately the same instant. The aircraft speed was estimated at approximately 250-300 knots, and the aircraft disintegrated upon contact with the water, enclosures (2) through (11) & (15) through (20).

Part VI. Damage to Aircraft

T-1A Bureau Number 144127 sustained Alfa damage after impacting with the water in approximately a 45 to 70° dive inverted. The right wing tip and nose of the aircraft contacted the water almost simultaneously, enclosures (2) through (11).

The engine was torn from its mounts, enclosures (22) through (28), and damage to the engine and aircraft indicate it apparently went through both cockpits and exited the aircraft slightly to the right of the nose section. As the aircraft continued into the water, the left wing hit and then the tail assembly to complete the disintegration process, enclosures (22) through (36).

All parts of the aircraft demonstrated ultimate load structural failures - typical of high kinetic energy impact. The largest pieces of aircraft wreckage recovered were the engine sections and one four-foot section of tail assembly.

Part VII. Investigation/Analysis

Immediately upon receipt of the call from Sherman Operations and from a VT-10 student at the beach, enclosures (4) and (14), VT-10 initiated an aircraft count. The Aviation Safety Officer, airborne over Mobile, was immediately recalled. Two accident board members were dispatched to Pensacola Beach to obtain witnesses and provide a guard on the pieces of aircraft washing up on the beach. Arriving at the beach, the Shore Patrol and local police were utilized to secure the area immediately adjacent to the crash site.

The other board members initiated the required reports. SAR was previously alerted and provided equipment as stated in the rescue report, enclosure (14). The only jet aircraft unaccounted for in VT-10 was 2N16. Positive identification of pilots was stated in the MOR.

Wreckage recovery was set up for 31 July and two board members were assigned to this recovery. A thorough search the next morning at the scene provided no additional information. Underwater photographs were taken of the remaining wreckage and a diagram was completed, enclosures (16) through (18). Water depth was approximately 34 feet. Tide tables were checked and an East-West flow of water was indicated. The interval between high and low tides was in excess of 11 hours and this resulted in a fairly weak westerly current until 2232S and an easterly current during flood tide of possible 1-2 knots.

Mr. Terrence Armentrout, Aviation Safety Investigator, was dispatched from the Naval Safety Center to materially assist in the investigation.

The major portion of the wreckage was obtained on 31 July 1969. Additional work by divers on 1 August 1969 provided more wreckage - mostly smaller parts and a few instruments.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

The aircraft pieces were returned to Hangar 1854, NAS Pensacola and reconstruction/investigation was begun, enclosures (17), (18), and (22) through (36).

Pilot Factors

The pilot was on an authorized low level DR navigation syllabus flight (B-4). The B-4 route required a deviation from the prescribed route when a thunderstorm obscured the initial point and the target, enclosures (12), (19), and (20).

The tower recording tape was reviewed by a member of the board with the following notations:

The pilot was cleared for take-off at 1835Z, but returned to the VT-10 Line due to mechanical difficulty (the rear seat air blast protective shield was inadvertently raised). This problem was easily corrected and take-off was again requested at 1841Z. A delay for landing traffic was encountered, but 2N16 was again cleared for take-off at 1845Z. The aircraft reported VFR on top and received an expected approach clearance time of 1950Z.

There was no transmission on guard channel throughout the entire duration of the flight of 2N16.

The aircraft never called for his approach.

The pilot was a dedicated and responsible individual. On several occasions he had demonstrated excellent head work and was in general, very conscientious, enthusiastic, and yet a conservative aviator, enclosure (13).

The pilot knew the T-1A aircraft and component systems well. CAPT LLEWELLYN acted in the capacity of squadron NATOPS Officer for several months prior to this accident. He continuously practiced maneuvers requiring perfection and did much research in the area of instrument flight. He knew the rules and followed them.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Personal Factors

There are five pertinent psychological factors that contributed to the pattern of this accident.

1. The pilot's prior knowledge that his family and in-laws were going to be at Pensacola Beach that afternoon between 1300 and 1500 local. The morning of the accident he indicated to his wife that he would fly by the beach for the family and perform an aileron roll, enclosure (2).

2. He was proud to be a Naval Aviator. Throughout the visit of his in-laws, he continuously spoke of his flying career. (His wife's father, mother, and brother arrived the Friday preceding this accident.)

Enclosures (2) and (3)

3. The thunderstorm in the area of the initial point and target required a change of flight plan in order to complete this syllabus flight.

4. The entry point to runway 24 is three small lakes on Santa Rosa Island (3 miles from the western tip of the island, bearing 112°/4.8 miles from the center of NAS Pensacola - in close proximity to the crash site).

5. The short duration of the actual flight, availability of extra fuel and spare time also contributed to the accident pattern.

Analysis of the pilot's flight time indicates limited experience in fixed wing and jet type aircraft.

Summary of type flying is as follows:

T-1A	112	
T-2	136	
UC-45J	374	T-1A Qualified 12-20-68
Helicopter	725	
Other	161	

Mechanical Factors

Photographs of the aircraft parts are provided as enclosures (22) through (36).

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Engine: Typical compression of the case along the longitudinal axis of the engine was exhibited. The engine indicates a near vertical impact. Photo of the engine and mounts are included as enclosures (22) through (28). The compressor blades show ultimate stress failure with no evidence of malfunction. The engine itself indicates a right wing low impact and appears to have gone through the cockpit and exited near the pilot windscreens.

The remainder of the airframe and aircraft equipment exhibits ultimate stress failure and all normal indications, enclosure (29) through (36).

Seat ejection: Apparently there was no seat ejection sequence ever initiated. Most parts of the rear seat were recovered. The rear Martin Baker ejection seat was identified by serial numbers of both seat and parachute.

As the rear seat was torn from its mountings, the time release mechanism and drogue gun components were fired. The primary cartridge was subsequently fired, but with no apparent movement of the seat or intermediate barrels. One secondary cartridge was fired; the other was removed after the wreckage was returned to the hangar. The guillotine cartridge by the right knee was not fired and also removed intact. The alternate firing handle was in its normal position. The rear seat parachute was recovered still connected to the torso harness. The left Koch fastener was released; the right one connected to the parachute. Rocket fasteners were still connected. These items were returned to the Naval Safety Center for further investigation.

The front seat was never recovered; however, the drogue gun, parachute, harness and barostat items were recovered.

The front seat drogue gun cartridge showed no evidence of having been fired. The front seat parachute was
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST
3750.6 SERIES

identified by serial number. Both Koch fittings on this
parachute were found ^{INTACT} ~~open~~.

The results of a complete investigation of all maintenance logs and records are included in the VT-10 Maintenance Officer's report, enclosure (21). The board also reviewed all NATOPS/training jackets and flight logs on CAPT LLEWELLYN; no unsafe or adverse comments were indicated.

Disassembly and inspection reports were not requested for the engine or aircraft.

No NATOPS changes are recommended.

Part VIII. Conclusions

Eyewitness testimonies and detailed examinations of the wreckage allow the board to conclude:

1. No power plant, flight control malfunction or other failure/emergency condition was encountered.
2. The aircraft entered the water in a clean configuration.
3. No ejection sequence was initiated.
4. The weather at the crash site had no significant effect.
5. No pilot training/qualification deficiencies were found.

The primary cause factors in this accident are pilot error in technique and judgment and deviation from NATOPS.

The pilot desired to complete the syllabus flight and most likely returned along the beach route to Fort Morgan, enclosure (19), and the visual entry point to NAS Pensacola.

As the pilot returned to the entry point with extra time and fuel available for use, the board assumes he then made his decision for the pre-planned pass adjacent to Pensacola Beach.

As the aircraft passed the Pensacola Beach Fishing Pier, the pilot rolled into a near inverted position. At this time, a slight hesitation was evident and the pilot used aileron and back stick to pull out. The pilot was making an aileron roll, but the slight hesitation leads the board to believe that he may have been momentarily confused and tried to salvage this maneuver by a quick pull out and roll.

The possibility of student interference with the flight controls during this attempted low level maneuver was a consideration of the board. However, all students of this command are continuously warned to remain clear of the flight controls while in the aircraft cockpit. In the SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

recollection of the board members, they have never had or heard of a student NFO interfering with the controls, regardless of the maneuver. Having no tangible evidence of student involvement, this possibility would be pure conjecture, so it was discarded.

The pilot had never previously demonstrated any variance from standard operating procedures. He was considered a capable pilot that used good judgment in difficult situations. With a scant background in jet aircraft, he was noticeably diligent in his efforts to improve his execution of syllabus aerobatic maneuvers as well as the other facets of pilot performance.

It is finally concluded by the board that the pilot's short-lived disregard toward proper operating procedures was the direct cause of this accident. He flagrantly attempted an aerobatic maneuver in an unauthorized airspace with catastrophic results.

Part IX. Recommendations

This aircraft accident is a graphic example of a pilot being psychologically influenced by the desire to demonstrate his aviation prowess to family and friends.

As a result of this accident, the board specifically recommends:

1. The results of this gross deviation from NATOPS be widely published throughout the Navy. Not only the Naval Air Training Commands, but fleet commands should also be provided a synopsis of this AAR.
2. The Naval Safety Center should provide additional information and statistics to all commands on the cost and consequences of unauthorized low level maneuvers.
3. All Commanding Officer's should continuously emphasize the seriousness of deviating from NATOPS and squadron doctrine.

INDEX OF ENCLOSURES

- (1) Medical Officer's Report (Original only)
- (2) Statement of (b) (6) (Summarized)
- (3) Statement of Mr. (b) (6) (Summarized)
- (4) Statement of Ensign (b) (6) (Witness)
- (5) Statement of Second Lieutenant (b) (6) (Witness)
- (6) Statement of Lieutenant Commander (b) (6) USN
(Retired) (Witness)
- (7) Statement of Ensign (b) (6) (Witness)
- (8) Statement of Mr. (b) (6) (Witness)
- (9) Statement of Ensign (b) (6) (Witness)
- (10) Statement of Ensign (b) (6) (Witness)
- (11) Statement of Second Lieutenant (b) (6) (Witness)
- (12) Statement of LT(jg) (b) (6) (VT-10 Aviator)
- (13) Statement of Commander (b) (6) (CO VT-4)
- (14) Rescue Report
- (15) Flight Path Diagram/Witnesses' Positions
- (16) Diagram of Wreckage
- (17) Underwater Photograph of Wreckage Area
- (18) Underwater Photograph of Starboard Main Mount Area
- (19) Chart of B-4 Syllabus Route
- (20) Copy of VT-10 Daily Flight Schedule (Corrected)
- (21) VT-10 Maintenance Officer's Statement
- (22) Engine Compressor (Front View) Showing Blades Bent
Opposite to Direction of Rotation
- (23) Engine Compressor (Rear View) Showing Rotor Blades Bent
Opposite to the Direction of Rotation
- (24) Rear View of Engine Showing Turbine Blades and Peening
from Broken Blades
- (25) Front View of Engine Showing Offset Longitudinal
Compression and Mashed Burner Cans
- (26) Top View of Engine

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST
3750.5 SERIES

- (27) Tail Pipe Section Showing Peening of Turbine Blades
- (28) Engine Mounts Note Starboard Engine Mount Broken and
Engine Mounting Ball on the Port Side Still in the
Mount
- (29) Air Conditioning Turbine - Inverter Armature - Radar
Altimeter Reading 7500 Feet
- (30) Flap Actuator Sections Recovered
- (31) Starboard Elevator Showing Ultimate Strength Fractures
- (32) Tail Assembly Showing Port Elevator in Position
- (33) Port Elevator Spring Tab Indicates Possible Back
Pressure
- (34) Clock and RPM Indicator. Black Light Indicates Possible
Shadows between 90 and 95%
- (35) Speed Brakes - Starboard Brake on Left
- (36) Overall View of Aircraft Less Engine Components

A. TYPE OF MISCHAP		B. NO. OF OCCUPANTS		C. MODEL A/C		E. DAMAGE CODE	
<input checked="" type="checkbox"/> ACCIDENT	<input type="checkbox"/> GROUND ACCIDENT	<input type="checkbox"/> INCIDENT	2	30 July 1969	T-1A	144127	ALFA
D. MODEL OTHER A/C IF INVOLVED		F. SEAT		G. NO. OF OCCUPANTS		H. DAMAGE CODE	
- - -		- - -		- - -		- - -	
I. INDIVIDUALS INVOLVED <i>(List Additional Names if Required) NAME (Last, First and Middle Initial)</i>				I. RANK/RATE	II. BRANCH OF SERVICE	III. DUTY BILLET	IV. INJURY CODE
Pilot At Controls at time of mishap A. LLEWELLYN, Thomas Robert Co-Pilot B.				CAPT	USMC	Pilot	A A
C. MARTIN, Peter R.				2ND/LT	USMC	Navigator Student	A A
D.							
II. FLIGHT DATA <i>(At Time of Emergency)</i>							
I. TERRAIN CLEARANCE	II. CLOUD ALTITUDE	III. TIME AT CLOUD ALTITUDE	IV. AMBIENT ALTITUDE	V. TIME AT AMBIENT ALTITUDE			
Sea Level FEET	Sea Level FEET	HOURS 20 Sec.	FEET	HOURS			
VI. PLANE IN FORMATION							
<input checked="" type="checkbox"/> A - SINGLE AIRCRAFT	B - OTHER (SPECIFY) _____						
<input type="checkbox"/> 1 - LEAD							
<input type="checkbox"/> 2 - RING							
VII. CLOUD CONDITIONS							
<input checked="" type="checkbox"/> 5 - CLEAR	6 - IN CLOUDS						
<input type="checkbox"/> 1 - OVERCAST	7 - IN AND OUT OF CLOUDS						
<input type="checkbox"/> 2 - UNDERCAST	8 - OTHER (SPECIFY) _____						
IX. FLIGHT DURATION							
HOURS 33 MIN							
X. HORIZON							
<input checked="" type="checkbox"/> 1 - DISTINCT							
<input type="checkbox"/> 2 - OBSCURED							

III. NARRATIVE ACCOUNT OF MISCHAP *(Enter on Reverse Side if necessary)*

On or about 1300 (1800Z) Captain Thomas R. LLEWELLYN and 2ND/LT Peter R. MARTIN manned a T-1a aircraft BuNo. 144127. After pre-flight checks were completed they were given take-off clearance @ 1345 (1845Z). The A/C proceeded west along the coast on a B-4 course. The routine course was interrupted by a thunderstorm and the pilot had to choose another target. Having indicated to his wife earlier that day he would do an aileron roll along Pensacola Beach, he returned from his altered course along the coastline. On reaching the public beach he commenced a roll at @ 300-500' and 250-300 knots. Traveling from West to East he rolled left @ 180° to the inverted position (20 seconds). The nose rose slightly but was followed by some hesitation of the roll and an increased nose down altitude (@ 45-60°) commenced. Apparently the right wing and nose of the aircraft struck the water about the same instance and the aircraft disintegrated on impact @ 1418 (1918Z).

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT

INCIDENT OR GROUND ACCIDENT

MEDICAL INFORMATION

OPMAY FORM 3750-7B (REV. 4-68) 5/P-2105-771-827

REPORT SYMBOL 3750-2

See Section B of OPMAYINST 3750-6

I. DEGREE OF INJURY

 1 - NONE 4 - FATAL 7 - MISSING, UNKNOWN 2 - MINOR 3 - MISSING, LAND 5 - MAJOR 6 - MISSING, WATER

2. DAYS HOSPITALIZED _____
 3. DAYS IN QUARTERS _____
 4. DAYS GROUNDED _____
 5. UNCONSCIOUS _____ HOURS _____ MIN.

II. DESCRIPTION

I.

III. EXPOSURE

II.

IV. SHOT

III. 1 - MILD 2 - MODERATE 3 - SEVERE 1 - MILD 2 - MODERATE 3 - SEVERE

V. INJURIES INCURRED DURING MISRAF

(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury. (See DODH, NAIRMF P502Z.)

LEAVE THESE COLUMNS BLANK

A. BODY PART:

DIAGNOSIS:

CAUSE:

P

D

C

B. BODY PART:

DIAGNOSIS:

CAUSE:

P

D

C

C. BODY PART:

DIAGNOSIS:

CAUSE:

P

D

C

D. BODY PART:

DIAGNOSIS:

CAUSE:

P

D

C

E. BODY PART:

DIAGNOSIS:

CAUSE:

P

D

C

VI. LABORATORY TESTS

A. TISSUE TESTED

B. METHOD USED

C. LABORATORY DOING TEST

D. RESULT

CARBON MONOXIDE

ALCOHOL

LACTIC ACID

OTHER SPECIMEN

VII. X-RAY RESULTS:

 CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

VIII. DISEASES/DEFECTS PRESENT AT TIME OF MISRAF

EXAMINER

METHOD OF DISCOVERY

MEDICALS APPLICABLE

Medicine

Physician

SICK

CALL

AUTOPSY

OTHER

AUTHORITY

DATE

IX. AUTOPSY CONDUCTED BY

 M - MILITARY PATHOLOGIST F - FLIGHT SURGEON C - CIVILIAN PATHOLOGIST F - OTHER F - FROZEN ATTACHED WILL BE FORWARDED

X. MATERIAL SUBMITTED TO AFM

 1 - AUTOPSY REPORT 2 - PICTURES 2 - FROZEN TISSUE 2 - FIXED TISSUE

XI. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISRAF, AND ADD ANY PERTINENT REMARKS

NAME
LLEWELLYN, Thomas Robert

(b) (6)

SERIAL

T-1A

BU ND
144127

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS
DPNAV FORM 3750/BC (REV. 4-68) S/N 0103731-8301

REPORT SYMBOL 3750-7
See Section II of DPNAV FORM 3750-7
PAGE 1 OF 2

(INSTRUCTIONS): Complete in all segments of aircraft, all types of persons, and all phases of flight, including in the course of the mission. Supervisory factors attributed to errors made in the aircraft and such factors as design or weather should be given only if they caused or contributed to the mistake. Factors contributing to fatigue, drowsiness, illusions, visual fading, dizziness, etc., are to be considered, part of cockpit phase. Use codes as right to show only those factors present or contributing to each phase.

PHASES OF FLIGHT:
1 - Accident
2 - Error
3 - Deviation
4 - Normal (includes purchased landing)
5 - Review

FACTOR CODES AND MEANING:
B - Definitely considered
S - Suspected Factor
P - Considered present but did not contribute to accident or injury

FACTOR	1	2	3	4	5	FACTOR	1	2	3	4	5
1. SUPERVISORY FACTORS						G. SLEEP DEPRIVATION					
A. INADEQUATE BRIEFING	101					H. FATIGUE, OTHER					
B. ORDERED TO FLY BEYOND CAPABILITY	102					I. MISSED MEALS					
C. POOR CREW COORDINATION	103					J. DRUGS PRESCRIBED BY MEDICAL OFFICER					
D. OTHER (SPECIFY)	109					K. DRUGS, OTHER					
2. PRE-FLIGHT FACTORS						L. ALCOHOL					
A. FAULTY FLIGHT PLAN	201					M. VISUAL ILLUSIONS					
B. FAULTY PRE-FLIGHT OF AIRCRAFT	202					N. UNCONSCIOUSNESS					
C. FAULTY PREPARATION OF PERSONNEL EQUIPMENT	203					O. DISORIENTATION/VERTIGO					
D. HURRIED DEPARTURE	204					P. HYPOXIA					
E. DELAYED DEPARTURE	205					Q. HYPERVENTILATION					
F. INADEQUATE WEATHER ANALYSIS	206					R. DYSRHYTHMIA					
G. OTHER (SPECIFY)	209					S. CARBON MONOXIDE POISONING					
3. EXPERIENCE/ TRAINING FACTORS						T. NOREPINEPHRINE					
A. INADEQUATE TRANSITION	301					U. INATTENTION					
B. LIMITED TOTAL EXPERIENCE	302					V. CHANNELIZED ATTENTION					
C. LIMITED RECENT EXPERIENCE	303					W. DISTRACTION					
D. FAILURE TO USE ACCEPTED PROCEDURES	304				D.	X. PREOCCUPATION WITH PERSONAL PROBLEMS					
E. OTHER (SPECIFY)	309					Y. EXCESSIVE MOTIVATION TO SUCCEED					
4. DESIGN FACTORS						Z. OVERCONFIDENCE					
A. DESIGN OF INSTRUMENTS/ CONTROLS	401					AA. LACK OF SELF-CONFIDENCE					
B. LOCATION OF INSTRUMENTS/ CONTROLS	402					BB. LACK OF CONFIDENCE IN EQUIPMENT					
C. FAILURE OF INSTRUMENTS/ CONTROLS	403					CC. APPREHENSION					
D. DODGEIT LIGHTING	404					DD. PANIC					
E. RUNWAY LIGHTING	405					EE. OTHER (SPECIFY)					
F. LIGHTNING OF OTHER AIRCRAFT	406					7. ENVIRONMENTAL FACTORS					
G. PERSONAL EQUIPMENT INTERFERENCE	407					A. ACCELERATION FORCES, IN-FLIGHT					
H. WORKSPACE INCOMPATIBLE WITH MAN	408					B. ACCELERATION FORCES, IMPACT					
I. OTHER (SPECIFY)	409					C. DECOMPRESSION					
5. COMMUNICATION PROBLEMS						D. VIBRATION					
A. INADEQUATE COMMUNICATIONS	501					E. GLARE					
B. DISRUPTED COMMUNICATIONS	502					F. SMOKE, FUMES, ETC.					
C. LANGUAGE BARRIER	503					G. HEAT					
D. T-1/ESE INTERFERENCE	504					H. COLD					
E. OTHER (SPECIFY)	509					I. MINDBLAISE					
6. PHYSIOPSYCHOLOGICAL FACTORS						J. VISIBILITY RESTRICTION-WEATHER, HAZE, DARKNESS					
A. FOOD POISONING	601					K. VISIBILITY RESTRICTION-ICING, WINDOWS FOGGED, ETC.					
B. MOTION SICKNESS	602					L. VISIBILITY RESTRICTION-DUST, SMOKE, ETC. IN AIRT.					
C. OTHER ACUTE ILLNESS	603					M. WEATHER, OTHER THAN VISIBILITY RESTRICTION					
D. OTHER PRE-EXISTING DISEASE/DEFECT	604					N. OTHER (SPECIFY)					
E. GASTROENTERITIS	605					8. OTHER FACTORS TO BE CONSIDERED					
F. HANGOVER	606					A. HABIT INTERFERENCE, USED WRONG CONTROL					
						B. CONFUSION OF CONTROL, OTHER					
						C. MISREAD INSTRUMENTS					
						D. MISINTERPRETED INSTRUMENT READING					

CONTINUED ON REVERSE SIDE

NAME:

LLEWELLYN, Thomas Robert

SR. RANK NO.:

(b) (6)

ST. NO.:

T-1A

BUD:

144127

FACTORS	A	B	C	D	FACTORS	E	F	G	H
E. OTHER FACTORS TO BE CONSIDERED (Cont.)					K. DELAY IN TAKING NECESSARY ACTION				
F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES	805				L. VIOLATION OF FLIGHT DISCIPLINE				
G. TASK OVERSATURATION	807				M. NAVIGATIONAL ERROR				
H. INADEQUATE COORDINATION OR TIMING	808				N. INADVERTENT OPERATION, SELF-INDUCED				
I. MISMATCH SPEED OR DISTANCE	809				O. INADVERTENT OPERATION, MECHANICALLY INDUCED				
J. SELECTED WRONG COURSE OF ACTION	810				P. OTHER SPECIFY				

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

(b) (6)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT - INCIDENT OR GROUND ACCIDENT
PERSONAL DATA

OPNAV FORM 3750/89 (REV. 4-88) 1-W 0102731-890

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 17200

I. CONTRIBUTING EFFECT

II. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE Mishap:		E. CONTRIBUTING			
<input checked="" type="checkbox"/>	1. DEFINITELY	<input type="checkbox"/>	2. POSSIBLY	<input type="checkbox"/>	3. POSSIBLE

III. BACKGROUND (Complete for all personnel other who possibly contributed to mishap)

A. DATE LAST LEAVE FINISHED	B. DAYS DURATION LAST LEAVE
C. TYPE OF LEAVES LAST TAKEN	
<input checked="" type="checkbox"/> 1. ORDINARY	<input type="checkbox"/> 2. EMERGENCY
<input type="checkbox"/> 3. SICK OR CONVALESCENT	<input type="checkbox"/> 4. REENLISTMENT
<input type="checkbox"/> 5. DELAY ENROUTE	<input type="checkbox"/> 6. GRADUATION
<input type="checkbox"/> 7. UNKNOWN	

D. DATE OF LAST PREVIOUS FLIGHT

E. IN LAST 24 HOURS	8 HOURS 18 MINUTES FLOWN	F. IN LAST 48 HOURS	11 HOURS 18 MINUTES FLOWN	G. IN LAST 24 HOURS	4 HOURS 15 MINUTES FLOWN	H. IN LAST 48 HOURS	5 HOURS 15 MINUTES FLOWN
I. IN LAST 24 HOURS	10 HOURS 30 MINUTES WORKED	J. IN LAST 48 HOURS	24 HOURS 30 MINUTES WORKED	K. IN LAST 24 HOURS	6½ HOURS ASLEEP	L. IN LAST 48 HOURS	13 HOURS ASLEEP
M. CONTINUOUS DUTY PRIOR TO MISHAP	HOURS 6 MIN 0	N. RIDER'S CONTINUOUSLY AWAKE PRIOR TO MISHAP	HOURS 8	O. DURATION OF LAST SLEEP PERIOD (HOURS)	HOURS 6 AMPS 45	P. TIME IN COCKPIT PRIOR TO FLIGHT	HOURS 1 HOURS 18 MINUTES
Q. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING		R. TIME IN COCKPIT PRIOR TO FLIGHT		S. TIME IN COCKPIT PRIOR TO FLIGHT		T. TIME IN COCKPIT PRIOR TO FLIGHT	

TYPE OF TRAINING & CONCERN (PAGE II)	PLACE TRAINING ACCOMPLISHED	COMPLETED	ROLE* IN MISHAP	TYPE OF TRAINING, USE FOLLOWING CODE
Low Press. Chamber	Pensacola, Fla.	OCT 65	0	1 - NO IMPORTANCE
Night Vision	Pensacola, Fla.	NOV 65	0	2 - TRAINING DEFINITELY HELPED
Centrifuge	Eldorado, Calif.	FEB 67	9	3 - LACK OF TRAINING DEFINITELY A FACTOR
Ejection Seat	Eldorado, Calif.	FEB 67	0	4 - LACK OF TRAINING POSSIBLY A FACTOR
				5 - UNKNOWN

IV. ANTHROPOMETRIC DATA

E. DATE OF BIRTH	(b) (6)	F. HEIGHT	70.6 INCHES	G. WEIGHT	179 POUNDS
H. SITTING HEIGHT	37.3 INCHES	I. STANDING HEIGHT	26.2 INCHES	J. FUNCTIONAL REACH	44.0 INCHES
K. BUTTOCK-KNEE LENGTH	23.9 INCHES	L. CERVICAL SPINE	93.3 INCHES	M. SHOULDER WIDTH (BOTH SIDES)	18.2 INCHES

V. GENERAL

L. NUMBER AND TYPE OF FLIGHTS MADE THIS MONTH
 M. HOURS
 N. HOURS
 O. HOURS
 P. HOURS

Q. TOTAL FLIGHTS
 R. TOTAL FLIGHT TIME
 S. TOTAL FLIGHT DISTANCE

T. CHRONOLOGICAL COUNT OF ACTIVITIES OF THE PREVIOUS 72 HOURS (List all planned/actual, not definite, possibly contributing to mishap)

28th 0615 Arise 0730 Duty (no breakfast) 1400 C-45 Hop (3.0) 1730 Home 1800 Dinner - 2 drinks 2300 Sleep	29th (cont.) 1700 Home 1800 Dinner - 2 drinks 2330 Sleep	30th 0615 Arise (No breakfast) 0730 Duty 0800 C-45 (2.8) 1200
29th 0615 Arise 0730 Bowl of cereal - Duty 0800 T-1A (1.4) C-45 (2.8) 1530 T-1A (1.3)		

NAME LLEWELLYN, Thomas Robert	SERIAL NO. (b) (6)	GRADE T-1A	BUFILE 144127
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MEDICAL OFFICER'S REPORT OF A C ACCIDENT, INCIDENT OR GROUND ACCIDENT
 PERSONAL, SURVIVAL AND ESCAPE EQUIPMENT
 DPHM FORM 3750-BE (REV. 4-68) S/N 9107-771-8501

REPORT SYMBOL 3750-7
 See Section H of OPNAVINST 3750.6
 PAGE 1 OF 2

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEED	PROBLEMS Indicate by code from list on reverse side.
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISORS, UNDERWEAR, ETC.)	Y	Y	Y	(09)	
Nomex Flight Suit	Y	Y	Y	(09)	
Helmet	Y	Y	Y	(09)	
Flight Boots	Y	Y	Y	(15)	
Gloves	Y	Y	Y	(13)	
Underwear		Y	Y	(09)	
2. OXYGEN MASK	Y		Y	(09)	
3. OXYGEN REGULATOR	Y		Y	(09)	
4. LIFE VEST	Y	Y		(09)	
5. LIFE RAFT	Y	Y	N	(09)	
6. SURVIVAL RADIOS:		Y	N	(02)	
7. SIGNALLING DEVICES	Y	Y	N	(42)	
8. SURVIVAL KIT (CONTAINER)	Y	Y	N		
9. OTHER SURVIVAL GEAR	Y	Y	N	(13)	
Survival Knife					
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)	Y		Y	(09)	
Lap Belts	Y		Y	(09)	
Shoulder Harness	Y		Y	(09)	
Leg Restraints	Y		Y	(09)	
11. PARACHUTE TYPE	Y		N	(09)	
12. PARACHUTE CANOPY RELEASE	Y		N	(09)	
13. PARACHUTE OPENING-DEPLOYMENT DEVICES	Y		N	(09) (19)	
14. SEAT TYPE	Y		Y	(09) (19)	
15. OTHER (SPECIFY)					
16. EXPLAIN PROBLEMS (TYPE REVERSE SIDE IF NECESSARY)					

CONTINUED ON REVERSE SIDE

NAME

LLEWELLYN, Thomas R.

SERIAL NO.

(b) (6)

A/C

T-1A

FUND

144127

- | | |
|--|---|
| 01 - NOT AVAILABLE-SUPPLY PROBLEM | 28 - INJURY HAMPERED USE |
| 02 - NOT AVAILABLE-LEFT BEHIND | 29 - WATER HAMPERED USE |
| 03 - DISCARDED | 30 - OTHER EQUIPMENT INTERFERED |
| 04 - LOST | 31 - DONNING/REMOVAL PROBLEM |
| 05 - DAMAGED-MINOR | 32 - DISCOMFORT/BULKINESS |
| 06 - DAMAGED-MAJOR | 33 - POOR FIT |
| 07 - BURNED-MINOR | 34 - LEAKED |
| 08 - BURNED-MAJOR | 35 - MATERIEL DEFICIENCY |
| 09 - DESTROYED BY EXTREME FORCE/FIRE | 36 - DESIGN DEFICIENCY |
| 10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.) | 37 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT) |
| 11 - OPERATED PARTIALLY | 38 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR |
| 12 - DIFFICULTY LOCATING | 39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR |
| 13 - BEYOND REACH | 40 - DRAGGING (PARACHUTE ONLY) |
| 14 - CONNECTION/CLOSURE DIFFICULTY | 41 - NON-STANDARD CONFIGURATION |
| 15 - CONNECTION/CLOSURE FAILURE | 42 - AIDED IN LOCATION/RESCUE |
| 16 - RELEASE/DISCONNECT DIFFICULTY | 43 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF SAR VEHICLES) |
| 17 - RELEASE/DISCONNECT FAILURE | 44 - PREVENTED/WHMIZED INJURY |
| 18 - INADVERTENT RELEASE/DISCONNECT | 45 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY |
| 19 - INADVERTENT ACTUATION | 46 - EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.) |
| 20 - ACTUATION DIFFICULTY | 47 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE |
| 21 - ACTUATION FAILURE | 48 - ALL CREW EQUIPMENT (CODE ONLY ONCE) |
| 22 - ACTUATED BY OTHER PERSON | 49 - MAINTENANCE/INSTALLATION ERROR |
| 23 - RESTRAINT/ATTACHMENT INADEQUATE | 50 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT |
| 24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION | 51 - EQUIPMENT DAMAGE-SELF INDUCED |
| 25 - IMPROPER USE (OTHER) | 52 - EQUIPMENT FAILURE-SELF INDUCED |
| 26 - UNFAMILIAR WITH USE | 53 - OTHER (SPECIFY) |
| 27 - COLD HAMPERED USE | |

1. LOCATION IN AIRCRAFT

1. COCKPIT OR PILOT'S COMPARTMENT
 2. NAVIGATOR'S/ENGINEER'S COMPARTMENT
 3. PASSENGERS' COMPARTMENT (SINGLE DECK)
 4. PASSENGERS' COMPARTMENT (UPPER DECK)
 5. PASSENGERS' COMPARTMENT (LOWER DECK)
 6. OTHER COMPARTMENT
 7. COMPARTMENT UNKNOWN

2. LONGITUDINAL LOCATION

1. FORWARD SECTION
 2. CENTER SECTION
 3. AFT SECTION
 4. SECTION UNKNOWN

3. LATERAL LOCATION

2. CENTER
 4. LEFT SIDE
 5. RIGHT SIDE
 6. UNKNOWN

4. DIRECTION FACING

1. FORWARD
 2. AFT
 3. SIDeward
 4. UNKNOWN

5. USE OF SEAT

1. NOT IN SEAT
 2. IN SEAT
 3. BUNK/LITTER
 4. UNKNOWN

2. METHOD OF ESCAPE (More than one may apply)

A. EJECTION

1. ACCOMPLISHED (FREE OF AIRCRAFT)
 2. ATTEMPTED (NOT ACCOMPLISHED)
 3. SEAT EJECTED ON IMPACT (TERRAIN)
 4. INADVERTENT EJECTION
 5. UNKNOWN IF ATTEMPT WAS MADE
 6. SUSPECTED EJECTION
 7. DEFINITELY NOT ATTEMPTED

B. BAILOUT

1. ACCOMPLISHED (FREE OF AIRCRAFT)
 2. ATTEMPTED (NOT ACCOMPLISHED)
 3. Bailed out after ejection attempt failed
 4. UNKNOWN IF ATTEMPT WAS MADE
 5. SUSPECTED BAILOUT
 6. DEFINITELY NOT ATTEMPTED

OTHER

- A. STANDARD EMERGENCY GROUND EGRESS
 B. UNDERRATER EGRESS (NOT EJECTION)
 C. DID NOT ESCAPE
 D. EXIT ASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
 E. CARRIED/ASSISTED OUT
 F. BLOWN/THROWN OUT
 G. JUMPED FROM A/C (AIRBORNE)
 H. UNKNOWN IF ESCAPE ACCOMPLISHED
 I. ESCAPED/METHOD UNKNOWN

3. INTENT FOR ESCAPE

1. INTENTIONAL 3. UNINTENTIONAL, MECHANICAL
 2. UNINTENTIONAL, SELF INDUCED 4. INTENT UNKNOWN

4. EXIT USED

1. NORMAL EXIT 3. OTHER
 2. EJECTED THROUGH CANOPY 4. UNKNOWN
 5. EMERGENCY EXIT

5. COCKPIT/CABIN CONDITION AFTER IMPACT

1. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC.)
 2. MINOR DAMAGE (DEFINITELY HABITABLE)
 3. REASONABLY INTACT (PROBABLY HABITABLE)
 4. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
 5. DESTROYED (DEFINITELY NOT HABITABLE)
 6. UNKNOWN

6. ORDER OF ESCAPE (1st, 2nd, etc.)

7. REASON(S) FOR ESCAPE (More than one may apply)

- A. FIRE/EXPLOSION/SMOKE C. WATER IMPACT
 B. LOSS OF CONTROL D. GROUND/STRUCTURE IMPACT
 E. ENGINE FAILURE F. LAUNCH FAILURE
 G. FUEL EXHAUSTION H. ARRESTMENT FAILURE
 I. STRUCTURAL FAILURE J. OTHER
 K. MID-AIR COLLISION L. UNKNOWN

CONTINUED ON REVERSE SIDE

NAME

LLEWELLYN, Thomas R.

SERIAL NO.

(b) (6)

A/C

T-1A

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8. COMMUNICATIONS PRIOR TO ESCAPE		11. AIRCRAFT ATTITUDE AT TIME OF ESCAPE																																																																																																																																																																																																								
<input type="checkbox"/> 1. DISTRESS SIGNAL TRANSMITTED <input type="checkbox"/> 2. POSITION FIX TRANSMITTED <input type="checkbox"/> 3. EMERGENCY IFF (MANUAL) <input type="checkbox"/> 4. EMERGENCY IFF (AUTOMATIC) <input type="checkbox"/> 5. UNKNOWN <input checked="" type="checkbox"/> 6. NONE		<small>(Indicate in flight or after crash, attitude at time of escape)</small> <input type="checkbox"/> A. NOSE UP <input checked="" type="checkbox"/> X. NOSE DOWN <u>50</u> DEGREES <input checked="" type="checkbox"/> B. RIGHT BANK <input type="checkbox"/> C. LEFT BANK <u>0</u> DEGREES <input type="checkbox"/> D. NOSE DOWN SPIN <input type="checkbox"/> E. FLATSPIN <input type="checkbox"/> F. DISINTEGRATION <input type="checkbox"/> G. INVERTED <input checked="" type="checkbox"/> H. WHEELING <input type="checkbox"/> I. ROLLING <input type="checkbox"/> J. TUMBLING <input type="checkbox"/> K. UNKNOWN <input type="checkbox"/> L. OTHER (DESCRIBE) _____																																																																																																																																																																																																								
9. NUMBER OF PREVIOUS:																																																																																																																																																																																																										
EJECTION	<u>0</u>	EMERGENCY BAILOUTS	<u>0</u>																																																																																																																																																																																																							
OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.)																																																																																																																																																																																																										
10. TERRAIN OF PARACHUTE LANDING OR CRASH SITE																																																																																																																																																																																																										
<small>(More than one may be applicable)</small> <input checked="" type="checkbox"/> A. OPEN SEA <input type="checkbox"/> K. BUILDING <input type="checkbox"/> B. LARGE LAKE <input type="checkbox"/> L. FLIGHT DECK <input type="checkbox"/> C. RIVER <input type="checkbox"/> M. DENSE WOODS <input type="checkbox"/> D. DEEP WATER, OTHER <input type="checkbox"/> N. IN TREES <input type="checkbox"/> E. SHALLOW WATER <input type="checkbox"/> O. THROUGH TREES <input type="checkbox"/> F. DEEP SNOW <input type="checkbox"/> P. RAVINE / STEEP SLOPE <input type="checkbox"/> G. THICK ICE <input type="checkbox"/> Q. ROCKS <input type="checkbox"/> H. MARSH / SWAMP / MUD <input type="checkbox"/> R. NEAR FIREBALL <input type="checkbox"/> I. HARD GROUND <input type="checkbox"/> S. DESERT <input type="checkbox"/> J. SOFT GROUND <input type="checkbox"/> T. UNKNOWN <input type="checkbox"/> Z. OTHER _____																																																																																																																																																																																																										
12. EJECTION SEAT/PARACHUTE TRAINING <small>(Not required for passengers who had no opportunity to participate)</small> <table border="1"> <thead> <tr> <th>TYPE OF TRAINING</th> <th>TOTAL HOURS (IN TRAINING)</th> <th>DATE OF LAST TRAINING</th> <th>HELP</th> </tr> </thead> <tbody> <tr> <td>LECTURES / DEMONSTRATIONS</td> <td></td> <td></td> <td></td> </tr> <tr> <td>TRAINING FILMS</td> <td></td> <td></td> <td></td> </tr> <tr> <td>UNARMED EJECTION SEAT</td> <td></td> <td></td> <td></td> </tr> <tr> <td>ARMED SEAT ON TOWER</td> <td></td> <td></td> <td></td> </tr> <tr> <td>JUMP SCHOOL</td> <td></td> <td></td> <td></td> </tr> <tr> <td>PARA-SAIL TRAINING</td> <td></td> <td></td> <td></td> </tr> <tr> <td>OTHER (SPECIFY) _____</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				TYPE OF TRAINING	TOTAL HOURS (IN TRAINING)	DATE OF LAST TRAINING	HELP	LECTURES / DEMONSTRATIONS				TRAINING FILMS				UNARMED EJECTION SEAT				ARMED SEAT ON TOWER				JUMP SCHOOL				PARA-SAIL TRAINING				OTHER (SPECIFY) _____																																																																																																																																																																										
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<small>*Use codes below to indicate role training played in this mishap.</small> 0 - NO IMPORTANCE 3 - LACK OF TRAINING FACTOR 1 - TRAINING DEFINITE HELP 4 - LACK OF TRAINING POSSIBLE FACTOR 2 - TRAINING POSSIBLE HELP 5 - TRAININGROLE UNKNOWN																																																																																																																																																																																																										
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(b)

13. EGRESS DIFFICULTIES (Place X in appropriate column) (Continued)

B - Before; D - During A - After

	GROUND			WATER			AIR		
	S	D	A	S	D	A	S	D	A
19. COULD NOT OPEN CANOPY/HATCH			19			19			19
20. DIFFICULTY RELEASING RESTRAINTS			20			20			20
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS			21			21			21
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES			22			22			22
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE			23			23			23
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP			24			24			24
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)			25			25			25
26. CONFUSION/PANIC-DISORIENTATION			26			26			26
27. DARKNESS-NO VISUAL REFERENCE			27			27			27
28. FIRE/SMOKE/FUEL			28			28			28
29. ANTHROPOMETRIC PROBLEM			29			29			29
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)			30			30			30
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES			31			31			31
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES			32			32			32
33. MAN STRUCK CANOPY/CANOPY BOW			33			33			33
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT			34			34			34
35. FLAILING-UPPER EXTREMITIES			35			35			35
36. FLAILING-LOWER EXTREMITIES			36			36			36
37. DRUGUE SLUG SWINGING AT MAN			37			37			37
38. DRUGUE SLUG STRUCK MAN			38			38			38
39. MAN STRUCK BY OTHER EQUIPMENT			39			39	B		39
40. MAN STRUCK BY SEAT			40			40			40
41. SEAT SEPARATION DIFFICULTY			41			41			41
42. SEAT-PARACHUTE ENTANGLEMENT			42			42			42
43. MAN TANGLED IN CHUTE RISERS-MOTOR			43			43			43
44. MAN TANGLED IN CHUTE RISERS-MOTOR			44			44			44
45. PARACHUTE LINE EVER			45			45			45
46. MAN HELD ON TO SEAT			46			46			46
47. TUMBLING/SPINNING			47			47			47
48. PARACHUTE DID NOT OPEN			48			48			48
49. PARACHUTE STREAMED			49			49			49
50. INADVERTENT OPENING OF LAP BELT			50			50			50
51. FAILURE OF LAP BELT TO OPEN			51			51			51
52. INRUSHING WATER			52			52			52
53. COLD			53			53			53
54. UNCONSCIOUS/PAZED			54			54			54
55. OTHER			55			55			55

REMARKS OR CONTINUATION: (Indicate remarks with line from above.)

Egress not attempted.

NAME LLEWELLYN, Thomas R.	SERIAL NO. (b) [REDACTED]	A/C T-1A	EIN# 144127
------------------------------	------------------------------	-------------	----------------

(Complete for all inflight ejections and bailouts)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED
HOURS _____ MINUTES _____ SECONDS _____

2. DELAY IN INITIATING ESCAPE DUE TO:

- 1. ATTEMPTING TO OBTAIN EJECTION POSITION
- 3. LOSING ALTITUDE
- 2. AVOIDING POPULATED AREA
- 4. LOSING AIRSPEED
- 3. AVOIDING UNFITABLE TERRAIN
- 5. OTHER
- 4. GAINING ALTITUDE
- 6. UNKNOWN

3. TERRAIN CLEARANCE AT TIME OF:

- A. 1. ESCAPE (FEET) _____ 2. PARACHUTE OPENING (FEET) _____
- B. 1. AIRSPEED AT TIME OF ESCAPE (KIAS) _____
2. GROUND FORWARD SPEED (IF NOT AIRBORNE) _____ K.
- C. 1. PARACHUTE DID NOT OPEN 3. PARACHUTE STREAMED

4. PROTECTIVE HELMET

CHIN STRAP FAINTED / HELMET VISOR LOWERED

	YES	NO	UNK	YES	NO	UNK
1. BEFORE EMERGENCY	<input type="checkbox"/>					
2. DURING EGRESS	<input type="checkbox"/>					
3. DURING CHUTE LANDING	<input type="checkbox"/>					
4. CHIN STRAP FASTENED SNUGLY	<input type="checkbox"/>					
5. NAPE STRAP FASTENED SNUGLY	<input type="checkbox"/>					

5. ZERO LANHARD:

- | | |
|--|--|
| A. WHEN CONNECTED | B. SURVIVAL FACTOR |
| <input type="checkbox"/> 1. AVAILABLE, NOT CONNECTED | <input type="checkbox"/> 2. NOT A FACTOR IN SURVIVAL |
| <input type="checkbox"/> 3. PRIOR TO EMERGENCY | <input type="checkbox"/> 1. FACTOR IN SURVIVAL |
| <input type="checkbox"/> 2. DURING EMERGENCY | <input type="checkbox"/> 2. NOT A FACTOR IN NON-SURVIVAL |
| <input type="checkbox"/> 3. TIME UNKNOWN | <input type="checkbox"/> 3. FACTOR IN NON-SURVIVAL |
| <input type="checkbox"/> 4. NA/NOT AVAILABLE | <input type="checkbox"/> 4. UNKNOWN IF FACTOR |
| <input type="checkbox"/> 5. UNKNOWN | <input type="checkbox"/> 5. UNKNOWN |

6. AUTOMATIC LAP BELT RELEASE

- 1. DID NOT OPERATE OR RELEASE
- 3. OPENED INADVERTENTLY
- 2. RELEASED AUTOMATICALLY AS DESIGNED
- 4. UNKNOWN HOW RELEASED
- 3. OPENED MANUALLY
- 5. UNKNOWN IF RELEASED

7. REMOVAL OF AIRCRAFT CANOPY

- | | |
|---|--|
| A. INTENT | B. INITIATED BY |
| <input type="checkbox"/> 1. INTENTIONAL | <input type="checkbox"/> 1. THIS INDIVIDUAL |
| <input type="checkbox"/> 2. UNINTENTIONAL, SELF-INDUCED | <input type="checkbox"/> 2. ANOTHER INDIVIDUAL |
| <input type="checkbox"/> 3. UNINTENTIONAL, MECHANICAL | <input type="checkbox"/> 3. UNKNOWN |
| <input type="checkbox"/> 4. UNKNOWN | <input type="checkbox"/> 4. UNKNOWN |

7. REMOVAL OF AIRCRAFT CANOPY (Continued)

- | | |
|--|--|
| C. REMOVAL | D. METHOD |
| <input type="checkbox"/> 1. DEFINITELY NOT ATTEMPTED | <input type="checkbox"/> 1. ARM REST/LEG BRACE |
| <input type="checkbox"/> 2. ACCOMPLISHED | <input type="checkbox"/> 2. FACE CURTAIN |
| <input type="checkbox"/> 3. ATTEMPTED (UNSUCCESSFUL) | <input type="checkbox"/> 3. SEAT PAN HANDLE |
| <input type="checkbox"/> 4. UNKNOWN IF ATTEMPTED | <input type="checkbox"/> 4. MANUALLY UNLOCKED |
| <input type="checkbox"/> 5. UNKNOWN | <input type="checkbox"/> 5. EXTERNAL FORCE |
| <input type="checkbox"/> 6. CANOPY JETTISON HANDLE | <input type="checkbox"/> 6. UNKNOWN |
| <input type="checkbox"/> 7. UNKNOWN | <input type="checkbox"/> 8. OTHER (DESCRIBE) |

8. EJECTION

- | | |
|--|--|
| A. INTENT | C. METHOD |
| <input type="checkbox"/> 1. INTENTIONAL | <input type="checkbox"/> 1. ARM REST/LEG BRACE |
| <input type="checkbox"/> 2. UNINTENTIONAL | <input type="checkbox"/> 2. FACE CURTAIN |
| <input type="checkbox"/> 3. UNKNOWN | <input type="checkbox"/> 3. SEAT PAN HANDLE |
| <input type="checkbox"/> 4. INITIATED BY | <input type="checkbox"/> 4. SEAT SEQUENCER |
| <input type="checkbox"/> 1. THIS PERSON | <input type="checkbox"/> 5. IMPACT |
| <input type="checkbox"/> 2. ANOTHER PERSON | <input type="checkbox"/> 6. FIRE |
| <input type="checkbox"/> 3. EXTERNAL FORCE | <input type="checkbox"/> 7. MECHANICAL FAILURE |
| <input type="checkbox"/> 4. UNKNOWN | <input type="checkbox"/> 8. OTHER EXTERNAL FORCE |
| <input type="checkbox"/> 5. UNKNOWN | <input type="checkbox"/> 9. UNKNOWN |

9. BODY POSITION AT EJECTION (Ex compared to optimal)

	A. HEAD	B. HIPS	C. FEET	D. ELBOWS
OPTIMAL	1	-	-	-
FORWARD	2	-	-	-
UPWARD	3	-	-	-
LATERAL	4	-	-	-
UNKNOWN	9	-	-	-

10. POSITION OF EJECTION SEAT

- 1. FULL UP
- 3. INTERMEDIATE POSITION
- 2. FULL DOWN
- 4. UNKNOWN

11. METHOD OF SEPARATING MAN FROM SEAT

- 1. DID NOT SEPARATE
- 3. PERSONNEL PARACHUTE
- 2. SEAT SEPARATOR
- 4. OTHER
- 3. SPONTANEOUS/TUMBLING
- 5. UNKNOWN
- 4. PUSHED SELF AWAY

CONTINUED ON REVERSE SIDE

NAME: _____	SERIAL NO. _____	A.C. _____	BUND. _____
-------------	------------------	------------	-------------

12. TYPE OF SEAT SEPARATION

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> A. NONE | <input type="checkbox"/> 3. PARACHUTE |
| <input type="checkbox"/> B. ROTARY | <input type="checkbox"/> 4. SNUBBING LANYARD |
| <input type="checkbox"/> C. SLAUGHTER | |

13. METHODS OF DEPLOYING PARACHUTE

- | | |
|--|---|
| <input type="checkbox"/> E. NOT DEPLOYED | <input type="checkbox"/> 5. STATIC LINE |
| <input type="checkbox"/> F. AUTOMATIC TIMER | <input type="checkbox"/> 6. MANUAL |
| <input type="checkbox"/> G. ANEROID | <input type="checkbox"/> 8. OTHER |
| <input type="checkbox"/> H. BALLISTIC DEVICE | <input type="checkbox"/> 9. UNKNOWN |
| <input type="checkbox"/> I. ZERO LANYARD | |

14. PARACHUTE OPENING SHOCK

- | | |
|--|-------------------------------------|
| <input type="checkbox"/> B. NEGLIGIBLE | <input type="checkbox"/> 2. SEVERE |
| <input type="checkbox"/> C. MODERATE | <input type="checkbox"/> 4. UNKNOWN |

15. OSCILLATIONS

	A. DURING DESCENT	B. INFLIGIBLE	C. MODERATE	D. SEVERE	E. UNKNOWN
A. DURING DESCENT					
B. DURING LANDING					

16. PARACHUTE DAMAGE (Check applicable)

- | | |
|-------------------------|----------------------|
| 1. SEVERED SHROUD LINES | 3. TORN PANELS-MAJOR |
| 2. MISSING PANEL'S | 4. TORN PANELS-MINOR |

17. CAUSE OF PARACHUTE DAMAGE

- | | |
|--|---|
| <input type="checkbox"/> 1. OPENING SHOCK | <input type="checkbox"/> 4. IN TREES |
| <input type="checkbox"/> 2. FOULING ON EJECTION SEAT | <input type="checkbox"/> 5. DRAGGING |
| <input type="checkbox"/> 3. FOULING ON A/C | <input type="checkbox"/> 6. OTHER (DESCRIBE): |
| <input type="checkbox"/> 4. FIRE | <input type="checkbox"/> 7. UNKNOWN |
| <input type="checkbox"/> 5. ON LANDING | |

18. FOUR LINE CUT DISREGARD. (Air Force form only)

- | | |
|--|---|
| <input type="checkbox"/> 1. DIRECTLY FACING | <input type="checkbox"/> 4. QUARTERING, BACK |
| <input type="checkbox"/> 2. FACING AWAY | <input type="checkbox"/> 5. DIRECTLY SIDEWAYS |
| <input type="checkbox"/> 3. QUARTERING, FACING | <input type="checkbox"/> 6. UNKNOWN |

20. LANDING CONDITIONS

- | | | | |
|----------------------------------|--------|-------|-------|
| A. TOTAL WEIGHT UNDER PARACHUTE: | 1. YES | 2. NO | LB. |
| B. SURFACE WINDS: | | | KNOTS |
| C. DRAGGED BY CHUTE: | | | |
| D. DISTANCE DRAGGED: | | | YARDS |

21. PARACHUTE LANDING POSITION TECHNIQUES

- | | |
|---|---|
| A. <input type="checkbox"/> E. COULD NOT SEE | C. <input type="checkbox"/> 1. MUSCLES TENSED |
| <input type="checkbox"/> F. LOOKING AHEAD | <input type="checkbox"/> 2. MUSCLES TOO TENSE |
| <input type="checkbox"/> G. LOOKING DOWN | <input type="checkbox"/> 3. TOO RELAXED |
| <input type="checkbox"/> H. OTHER | <input type="checkbox"/> 4. OTHER |
| <input type="checkbox"/> I. UNKNOWN | <input type="checkbox"/> 5. UNKNOWN |
| B. <input type="checkbox"/> J. FELL OBliquely | D. <input type="checkbox"/> 1. PROPER POSITION |
| <input type="checkbox"/> K. FELL BACKWARD | <input type="checkbox"/> 2. KNEES LOCKED |
| <input type="checkbox"/> L. FELL FORWARD | <input type="checkbox"/> 3. ARMS IN POOR POSITION |
| <input type="checkbox"/> M. OTHER | <input type="checkbox"/> 4. OTHER |
| <input type="checkbox"/> N. UNKNOWN | <input type="checkbox"/> 5. UNKNOWN |

22. DEPLOYED BEFORE LANDING

- | | | | |
|-----------------|--------|-------|------------|
| A. SURVIVAL KIT | 1. YES | 2. NO | 3. UNKNOWN |
| B. LIFE RAFT | | | |
| C. LIFE VEST | | | |

23. CANOPY DEFLECTION POCKETS

- | |
|---|
| <input type="checkbox"/> P. NOT EFFECTIVE IN COLLAPSING CHUTE |
| <input type="checkbox"/> Q. AIDED IN COLLAPSING CHUTE |
| <input type="checkbox"/> R. NOT INSTALLED |
| <input type="checkbox"/> S. UNKNOWN IF INSTALLED |
| <input type="checkbox"/> T. UNKNOWN IF EFFECTIVE |

REMARKS

MEDICAL OFFICER'S REPORT OF A C ACCIDENT INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
OPNAV FORM 2350-3M (REV. 6-68) LINCOLN/1000

REPORT SYMBOL 3260-7

See Series 1 of OPNAV FORM 2350-3M
PAGE 1 OF 3

1. SURVIVAL TRAINING

"For kinds or kinds of instruction the individual received during period in survival"

- NOT A FACTOR
 DEFINITELY HELPED
 POSSIBLY HELPED

- LACK OF TRAINING DEFINITE FACTOR
 LACK OF TRAINING POSSIBLE FACTOR
 ROLE UNKNOWN

TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED	ROLE
A. WATER SURVIVAL:				
1. MAINTENANCE DRILL	Sea Survival	Pensacola, Fla.	NOV 65	0
2. DILBERT DUNKER	Sea Survival	Pensacola, Fla.	NOV 65	0
3. PARACHUTE DRAG	Sea Survival	Pensacola, Fla.	NOV 65	0
4. IMMERSSED COCKPIT	Sea Survival	Pensacola, Fla.	NOV 65	0
5. IMMERSSED SEAT	Sea Survival	Pensacola, Fla.	NOV 65	0
B. JUNGLE SURVIVAL				
C. ARCTIC SURVIVAL				
D. DESERT SURVIVAL				
E. MOUNTAIN SURVIVAL				
F. SURVIVAL (GENERAL)	Land Survival	Eglin AFB	FALL 65	0

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE (All fields variable, give ranges)

A. WATER TEMPERATURE	90	E. TERRAIN	G. WEATHER
B. AIR TEMPERATURE	87	<input type="checkbox"/> 1. OPEN GROUND	<input checked="" type="checkbox"/> 1. CLEAR
C. SURFACE WIND	5 KNOTS	<input type="checkbox"/> 2. WOODS/JUNGLE	<input type="checkbox"/> 2. OVERCAST
D. WAVE HEIGHT	N.A. FEET	<input type="checkbox"/> 3. MOUNTAINS	<input type="checkbox"/> 3. FOG
E. WAVE FREQUENCY	5 N.A. PER MIN	<input type="checkbox"/> 4. OTHER	<input type="checkbox"/> 4. RAIN
		<input type="checkbox"/> 5. UNKNOWN	<input type="checkbox"/> 5. UNKNOWN

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS (Give time from first rescue event to time of mishap)

For actual rescue, vehicle and personnel and others who took an active part in the rescue sequence had definitely rescued this individual. See instructions for details.

A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED	X	OTHER ASSIST	OTHER ASSIST	LIGHT CONDITIONS			
				Day	Night	Down	Up
B. RESCUE VEHICLE DEPARTED	X						
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL							
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL							
E. THIS INDIVIDUAL ACTUALLY ABOARD RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED							
F. RESCUE COMPLETED (PERSON RETURNED TO STATION/HOSPITAL, ETC.)							

4. A. TIME THIS INDIVIDUAL SPENT IN WATER 0 HRS. 0 MIN. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT 0 HRS. 0 MIN.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:
A. ACTUAL RESCUE VEHICLE 10.2 B. NEAREST ASSIST RESCUE VEHICLE 10.2

6. PERSONNEL/VEHICLES PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THIS PERSON	UH2B/UH34J	I. LOCATION WHEN ALERTED	Tower	J. DUTY WHEN ALERTED	Runway	Standby
B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE IF SO, HOW?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			<input type="checkbox"/> UNKNOWN		
C. PARACHUTED	<input type="checkbox"/>	C. DESCENDED LINE/LADDER/ME		<input type="checkbox"/> NORMAL GROUND/WATER		
D. ZIPPED WITHOUT PARACHUTE	<input checked="" type="checkbox"/>	D. LOWERED BY HOIST		<input type="checkbox"/> OTHER		

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE REPORT OTHER ASSISTS IN ITEM 2

OTHERS WHO TOOK READY TO RENDER ASSISTANCE IF REQUIRED

E. NUMBER SEARCH AND RESCUE HOURS 4.4

CONTINUED ON REVERSE SIDE

NAME	TELE	A/C	ROUTING
LLEWELLYN, Thomas R.	(b) (6)	T-1A	144127

7. RESCUE EQUIPMENT USED (Use numbers to show sequence.)

- | | |
|---|---|
| <input type="checkbox"/> A - SLING | <input type="checkbox"/> M - GRAPNEL |
| <input type="checkbox"/> B - SEAT | <input type="checkbox"/> N - BOARDING LADDER |
| <input type="checkbox"/> C - CARGO NET | <input type="checkbox"/> P - KNIFE/AXE/SAW |
| <input type="checkbox"/> D - ROPE | <input type="checkbox"/> Q - MAVERICK CARRIER SUPPORT |
| <input type="checkbox"/> E - LIFE RING | <input checked="" type="checkbox"/> R - FIRST AID EQUIPMENT |
| <input type="checkbox"/> F - BASKET | <input type="checkbox"/> S - WHEEL PENETRATOR SEAT |
| <input type="checkbox"/> G - BOOK NET | <input type="checkbox"/> T - HELICOPTER PLATFORM |
| <input type="checkbox"/> H - DAVIT | <input type="checkbox"/> U - STRETCHER |
| <input type="checkbox"/> I - RAFT | <input type="checkbox"/> V - CABLE CUTTERS |
| <input type="checkbox"/> X - WEBBING CUTTERS | <input type="checkbox"/> W - HELICOPTER RESCUE BOOM |
| <input type="checkbox"/> L - CHICAGO GRIP | <input type="checkbox"/> Z - WILLYPOUCH NET |
| <input type="checkbox"/> Y - OTHER (DESCRIBE) _____ | |

8. RESCUE ALERTING MEANS (Use numbers to show sequence.)

- | | |
|---|--|
| <input type="checkbox"/> A - WITNESSED | <input type="checkbox"/> H - RADIO SURVIVAL TYPE |
| <input type="checkbox"/> B - RADAR SURVEILLANCE | <input type="checkbox"/> I - OTHER RADIO REPORT |
| <input type="checkbox"/> C - OVERDUE REPORT TO SAR | <input type="checkbox"/> J - VISUAL SIGNALLING EQUIPMENT |
| <input type="checkbox"/> D - AIRBORNE RAPID RELAY | <input type="checkbox"/> K - AUDIO SIGNALLING EQUIPMENT |
| <input type="checkbox"/> E - CRASH PHONE | <input type="checkbox"/> L - SURVIVOR REPORT |
| <input type="checkbox"/> F - OTHER TELEPHONE | <input type="checkbox"/> M - LOSS OF RADIO CONTACT |
| <input type="checkbox"/> G - RADIO MAY-DAY CALL | <input type="checkbox"/> N - SMOKE/FIRE-CRASH SCENE |
| <input type="checkbox"/> Y - OTHER (DESCRIBE) _____ | |

9. ALERTING/COMMUNICATIONS PROBLEMS

- | | |
|--|--|
| <input type="checkbox"/> A - FADE RADIO RECEPTION | <input type="checkbox"/> D - AIRCRAFT / RADIO-INFO EQUIPMENT INOPERATIVE |
| <input type="checkbox"/> B - TELEPHONE LINE BUSY | <input type="checkbox"/> E - FADE RADIO PROGRAMMES |
| <input type="checkbox"/> C - FADE RADIO DISCIPLINE | <input type="checkbox"/> F - OTHER |

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- | |
|--|
| <input type="checkbox"/> A - VEHICLE OPERATOR NOT AVAILABLE |
| <input type="checkbox"/> B - VEHICLE NOT READY |
| <input type="checkbox"/> C - VEHICLE CREW NOT AVAILABLE |
| <input type="checkbox"/> D - COMMUNICATIONS BREAKDOWN |
| <input type="checkbox"/> E - COMPLETING PREVIOUSLY ASSIGNED DUTIES |
| <input type="checkbox"/> F - LACK OF INFORMATION ON CRASH SITE |
| <input type="checkbox"/> G - NATURE OF TERRAIN |
| <input type="checkbox"/> H - WEATHER |
| <input type="checkbox"/> Y - OTHER |

11. RESCUE VEHICLE PROBLEMS ENDROUTE

- | | |
|--|--|
| <input type="checkbox"/> A - HEADING | <input type="checkbox"/> E - NATURE OF TERRAIN |
| <input type="checkbox"/> B - POOR VISIBILITY | <input type="checkbox"/> F - OTHER OBSTRUCTIONS (FENCES, ETC.) |
| <input type="checkbox"/> C - HIGH SEA STATE | <input type="checkbox"/> G - RECREWS LOST |
| <input type="checkbox"/> D - MECHANICAL PROBLEMS | <input type="checkbox"/> H - WEATHER |
| <input type="checkbox"/> Y - OTHER | |

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- | | |
|--|---|
| <input type="checkbox"/> A - HEAVY SEAS | <input type="checkbox"/> B - PRECIPITATION |
| <input type="checkbox"/> B - TREES | <input type="checkbox"/> E - DARKNESS |
| <input type="checkbox"/> C - FOG/CLOUDS | <input type="checkbox"/> F - RADIO INTERFERENCE |
| <input type="checkbox"/> D - CONFUSION DUE TO OTHER LIGHTS | |
| <input type="checkbox"/> E - MALFUNCTION OF DIRECTIONAL EQUIPMENT | |
| <input type="checkbox"/> F - LOSS OF CORRECT INFORMATION ON LOCATION OF SURVIVOR | |
| <input type="checkbox"/> G - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN | |
| <input type="checkbox"/> H - LOSS OF RADAR/RADAR CONTACT | |
| <input type="checkbox"/> I - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT | |
| <input type="checkbox"/> Y - OTHER | |

RESCUE EQUIPMENT

TIME

TIME

13. LOCATOR MEANS

Circle the numbers for listing of specific locator means and enter under appropriate categories. Use numbers to indicate sequence of operations.

GENERAL	PYROTECHNICAL	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL

(b)

CONTINUE ON NEXT PAGE

RESCUE EQUIPMENT BY LEVEL

14. SURVIVAL PROBLEMS ENCOUNTERED BY PERSON

- | | | |
|--|--|---|
| <input type="checkbox"/> #1 - INADEQUATE FLOTATION GEAR | <input type="checkbox"/> #9 - PULLED DOWN BY UNKING PARACHUTE | <input type="checkbox"/> 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.) |
| <input type="checkbox"/> #2 - INADEQUATE COLDWEATHER GEAR | <input type="checkbox"/> #10 - ENTANGLEMENT (OTHER THAN PARACHUTE) | <input type="checkbox"/> 19 - DARKNESS |
| <input type="checkbox"/> #3 - LACK OF SIGNALLING EQUIPMENT | <input type="checkbox"/> 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT | <input type="checkbox"/> 20 - THROWN OUT OF RAFT |
| <input type="checkbox"/> #4 - LACK OF OTHER EQUIPMENT | <input type="checkbox"/> 12 - CONFUSED, DAZED, DISORIENTED | <input type="checkbox"/> 21 - HAMPERED BY HELD DOWNWASH |
| <input type="checkbox"/> #5 - ENTANGLEMENT (PARACHUTE) | <input checked="" type="checkbox"/> 13 - INCAPACITATED BY INJURY | <input type="checkbox"/> 22 - PROBLEM BOARDING RESCUE VEHICLE |
| <input type="checkbox"/> #6 - DRAGGING (PARACHUTE) | <input type="checkbox"/> 14 - POOR PHYSICAL CONDITION | <input type="checkbox"/> 23 - THIRST |
| <input type="checkbox"/> #7 - PARACHUTE HARDWARE PROBLEM | <input type="checkbox"/> 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.) | <input type="checkbox"/> 24 - HUNGER |
| <input type="checkbox"/> #8 - ENTRAPMENT IN AIRCRAFT | <input type="checkbox"/> 16 - FATIGUE | <input type="checkbox"/> 25 - INSECTS, SNAKES, ANIMALS, ETC. |
| <input type="checkbox"/> #9 - OTHER | <input type="checkbox"/> 17 - WEATHER | <input type="checkbox"/> 26 - SHARKS |

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- | | |
|---|--|
| <input type="checkbox"/> #1 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS) | <input type="checkbox"/> 15 - PANIC/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED |
| <input type="checkbox"/> #2 - INADEQUACY/LACK OF RESCUE VEHICLE | <input type="checkbox"/> 16 - RESCUE VEHICLE & ACCIDENT |
| <input type="checkbox"/> #3 - FAILURE OF RESCUE EQUIPMENT (HOIST, ETC.) | <input type="checkbox"/> 17 - COMMUNICATIONS PROBLEMS |
| <input type="checkbox"/> #4 - INADEQUACY/LACK OF RESCUE EQUIPMENT | <input type="checkbox"/> 18 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE |
| <input type="checkbox"/> #5 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING | <input type="checkbox"/> 19 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.) |
| <input type="checkbox"/> #6 - INADEQUATE MEDICAL EQUIPMENT | <input type="checkbox"/> 20 - INTERFERENCE FROM OTHER VEHICLES |
| <input type="checkbox"/> #7 - INADEQUATE MEDICAL FACILITIES | <input type="checkbox"/> 21 - VICTIM PULLED AWAY BY EXTERNAL FORCES |
| <input type="checkbox"/> #8 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE) | <input type="checkbox"/> 22 - WEATHER |
| <input type="checkbox"/> #9 - RESCUE CREWMAN ASSIST RESISTANCE | <input type="checkbox"/> 23 - DARKNESS |
| <input type="checkbox"/> #10 - FIRE/EXPLOSION | <input type="checkbox"/> 24 - WEIGHT/DRAG PROBLEM NOT DUE TO PARACHUTE |
| <input type="checkbox"/> #11 - ENTRAPMENT IN AIRCRAFT | <input type="checkbox"/> 25 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED |
| <input type="checkbox"/> #12 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL | <input type="checkbox"/> 26 - FLOATING DEBRIS |
| <input type="checkbox"/> #13 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED | <input type="checkbox"/> 27 - PRIMARY RESCUE DELAYED AWAITING FUTILE ATTEMPTS BY OTHER RESCUEERS |
| <input type="checkbox"/> #14 - CARELESSNESS OF RESCUE PERSONNEL | <input type="checkbox"/> 28 - HAMPERED BY HELICOPTER DOWNWASH |
| <input type="checkbox"/> #15 - OTHER | |

NONE

16. INDIVIDUAL'S PHYSICAL CONDITION	DURING RESCUE	AFTER RESCUE		DURING RESCUE	AFTER RESCUE
				E -	F -
1. FULLY ABLE TO ASSIST	1	A -	5. FATAL IN RECOVERY-DROWNED		
2. PARTIALLY ABLE TO ASSIST	2	B -	6. RECOVERED ALIVE-DIED FROM INJURIES		
3. UNMOBILE OR UNCONSCIOUS	3	C -	7. LOST DURING RESCUE ATTEMPT-PRESUMED DROWNED		
4. FATAL OR RECOVERY-DUE TO INJURIES	X	D - X	8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED		

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUER POINT OF VIEW)

- | | |
|--|---|
| <input type="checkbox"/> 1 - RESCUE PERSONNEL TRAINING | <input type="checkbox"/> 6 - AVAILABILITY OF RESCUE EQUIPMENT |
| <input type="checkbox"/> 2 - TRAINING OF PERSON TO BE RESCUED | <input type="checkbox"/> 7 - SUITABILITY OF RESCUE EQUIPMENT |
| <input type="checkbox"/> 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY/ESCAPE MEANS | <input type="checkbox"/> 8 - SURVIVOR'S TECHNIQUES |
| <input type="checkbox"/> 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS | <input type="checkbox"/> 9 - COORDINATION OF RESCUE EFFORTS |
| <input type="checkbox"/> 5 - RESCUE PROCEDURES/FIRE-ACCIDENT PLANS | |

NAME: **LLEWELLYN, Thomas R.** SERIAL NO. **(b) (6)** L/C **T-1A** BUD **144127**

Needless to say, naval aviation should not be branded with accidents of this type. Regulations have been set for all pilots in operating aircraft at safe altitudes.

There is no reason to believe that this pilot had varied from NATOPS regulations prior to this incident. He was conscientious and devoted to aviation but poor judgement cost the lives of this young man. The pilot had been decorated for his previous record in rotor type aircraft. The student NFO was on his second jet hop and therefore inexperienced in jet aviation.

No medical illness was considered connected with this accident. The pilot had been troubled with a sore throat 2 days prior to the accident but had sought no medical attention. He last recorded sick call at Sherman Dispensary was August, 1968. The student NFO had not reported to sick call since reporting to VT-10. Therefore, it is felt that the accident was strictly poor judgement and deviation from NATOPS regulations on the part of the pilot.

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION:		NO. OF HOURS SPENT:	DATE OF REPORT
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	11	15 August 1968
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS:		NO. OF HOURS SPENT:	NO. REPORTS PREPARED
<input checked="" type="checkbox"/> V	<input type="checkbox"/>	5	4
(b) (6)	(b) (6)	ROUTE STATION	(b) (6)
(b) (6)	LT. MC, USNR	VT-10	(b) (6)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT
IDENTIFICATION, FLIGHT AND NARRATIVE DATA

DRAFT FORM 3750-8A (REV. 4-68) 5010-107-731-8181

See Section H of OPINION FORM 3750-8

REPORT SYMBOL 3750-7

I. IDENTIFICATION			
Commanding Officer, Training Squadron TEN, Naval Air Station, Pensacola, Florida		2. MODEL NUMBER 1-70 A	5. DAMAGE CODE ALFA
A. TYPE OF MISHAP <input checked="" type="checkbox"/> ACCIDENT <input type="checkbox"/> GROUND-ACCIDENT <input type="checkbox"/> INCIDENT	3. NO. OF OCCUPANTS 2	4. DATE 30 July 1969	6. MODEL A/C T-1A
7. MODEL OTHER A/C OR AIRCRAFT		8. WEATHER	9. NO. OF OCCUPANTS - - -
			10. DAMAGE CODE - - -

11. INDIVIDUALS INVOLVED (See Additional Sheets if Required) NAME (Last, First and Middle Initial)		12. RANK/RATE	13. BRANCH OF SERVICE	14. DUTY BILLET	15. INJURY CODE	16. DISPOSITION
PILOT AT CONTROLS AT TIME OF MISHAP A. LLEWELLYN, Thomas Robert		CAPT	USMC	Pilot	A	A
CO-PILOT B.						
C MARTIN, Peter R.		2ND/LT	USMC	Navigator Student	A	A
D.						

II. FLIGHT DATA (Actions of Emergency)						
1. TERRAIN CLEARANCE Sea Level FEET	2. GROSS ALTITUDE Sea Level FEET	3. TIME AT GROSS ALTITUDE @ 20 SEC.	4. AMBIENT ALTITUDE FEET	5. TIME AT AMBIENT ALTITUDE HOURS MIN.		
6. PLACE IN FORMATION			7. HORIZON			
<input checked="" type="checkbox"/> A - SHINING AIRCRAFT	+ OTHER (SPECIFY) _____	<input checked="" type="checkbox"/> 1 - DISTINCT	E - OTHER (SPECIFY) _____			
<input type="checkbox"/> I - LEAD	_____	<input type="checkbox"/> 2 - OBSCURED	_____			
<input type="checkbox"/> W - WING	_____		_____			
8. CLOUD CONDITIONS			9. DURATION OF FLIGHT			
<input checked="" type="checkbox"/> C - CLEAR	<input type="checkbox"/> 3 - IN CLOUDS	HOURS MIN.				33
<input type="checkbox"/> O - OVERCAST	<input type="checkbox"/> 4 - IN AND OUT OF CLOUDS					
<input type="checkbox"/> F - UNDERCAST	E - OTHER (SPECIFY) _____					

III. NARRATIVE ACCOUNT OF MISHAP (Continue on Reverse Side if Necessary)

On or about 1300 (1800Z) Captain Thomas R. LLEWELLYN and 2ND/LT Peter R. MARTIN manned a T-1A aircraft BuNo. 144127. After pre-flight checks were completed they were given take-off clearance @ 1345 (1845Z). The A/C proceeded west along the coast on a B-4 course. The routine course was interrupted by a thunderstorm and the pilot had to choose another target. Having indicated to his wife earlier that day he would do an aileron roll along Pensacola Beach, he returned from his altered course along the coastline. On reaching the public beach he commenced a roll at @ 300-500' and 250-300 knots. Traveling from West to East he rolled left @ 180° to the inverted position (20 seconds). The nose rose slightly but was followed by some hesitation of the roll and an increased nose down altitude (@ 45-60°) commenced. Apparently the right wing and nose of the aircraft struck the water about the same instance and the aircraft disintegrated on impact @ 1418 (1918Z).

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT / INCIDENT OR GROUND ACCIDENT
MEDICAL INFORMATION

REPORT SYMBOL 3750-7

See Section II of GENAVINST 3750.6

I. DEGREE OF INJURY

- | | | |
|------------------------------------|---|---|
| <input type="checkbox"/> 1 - NONE | <input type="checkbox"/> 4 - FATAL | <input type="checkbox"/> 7 - MISSING, UNKNOWN |
| <input type="checkbox"/> 2 - MINOR | <input type="checkbox"/> 5 - MISSING, LAND | |
| <input type="checkbox"/> 3 - MAJOR | <input type="checkbox"/> 6 - MISSING, WATER | |

- | | |
|----------------------|------------------------|
| 2. DAYS HOSPITALIZED | |
| 3. DAYS IN QUARTERS | |
| 4. DAYS GROUNDED | |
| 5. UNCONSCIOUS | HOURS _____ MIN. _____ |

II. DISPOSITION

I

III. EXPOSURE

 1 - MILD 2 - MODERATE

IV. SHOCK

 1 - MILD 2 - MODERATE 3 - SEVERE

A. INJURIES INCURRED DURING MISHAP

(Use Standard DOD Terminology for Body Part, Diagnosis and Cause of Injury.) (See DD-MR, NMEDIC, NMEDIC PSOR2.)

LEAVE THESE COLUMNS BLANK

A. BODY PART:

P

D

C

DIAGNOSIS:

P

B. BODY PART:

D

C

DIAGNOSIS:

P

C. BODY PART:

D

C

DIAGNOSIS:

P

D. BODY PART:

D

C

DIAGNOSIS:

P

E. BODY PART:

D

C

DIAGNOSIS:

P

F. CAUSE:

D

C

CAUSE:

I. LABORATORY TESTS	A. TISSUE TESTED	B. METHOD USED	C. LABORATORY DOING TEST	D. RESULT
CARBON MONOXIDE				
ALCOHOL				
LACTIC ACID				
OTHER SPECIFIC				

G. X-RAY RESULTS:

 CHECK IF PERFORMED. SUBMIT RESULTS ON SEPARATE SHEET.

9. DISEASES/DEFECTS PRESENT AT TIME OF MISHAP: DIAGNOSIS	METHOD OF DISCOVERY				WAIVERS (AS APPLICABLE)	
	ARMED FORCES PHYSICIAN	LAB	AUTOPST	OTHER	AUTHORITY	DATE

10. AUTOPST CONDUCTED BY:

- | | |
|--|---|
| <input checked="" type="checkbox"/> A - MILITARY PATHOLOGIST | <input type="checkbox"/> B - FLIGHT SURGEON |
| <input type="checkbox"/> C - CIVILIAN PATHOLOGIST | <input type="checkbox"/> D - OTHER |
| <input type="checkbox"/> PROTOCOL ATTACHED | <input type="checkbox"/> WILL BE FORWARDED |

11. MATERIAL SUBMITTED TO AFIP:

- | | |
|--|--|
| <input checked="" type="checkbox"/> 1 - AUTOPSY REPORT | <input type="checkbox"/> 3 - PICTURES |
| <input type="checkbox"/> 2 - FROZEN TISSUE | <input checked="" type="checkbox"/> 4 - FIXED TISSUE |

12. LIST ADDITIONAL INJURIES RECEIVED AS A RESULT OF THE MISHAP, AND ADD ANY PERTINENT REMARKS.

NAME

MARTIN, Peter R.

SERIAL NO.

(b) (6)

A/C

T-1A

BNUO

144127

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS

DPMA FORM 3750-BC (REV. 4-68) 5-64 (G) 125-7358007

NOTE (SECTION 1): Complete on all accidents of aircraft, all injured persons, and all persons possible, pertaining to the cause of the mishap. Supervisory factors attributed to persons not in the cockpit and work factors as design or weather should be reported only for the purpose of determining the cause of the mishap. Factors involving injury during medical collections, landings, takeoffs, etc., are to be considered part of survival phase. Use codes as right in chart and share factors pertaining to contributing in each phase.

REPORT SYMBOL 3750-7
See Section H of ORGANIZATION 3750-6

PAGE 1 OF 2

FACTORS	A			B			FACTORS	C			D		
	A	B	C	D	E	F		G	H	I	J	K	L
1. SUPERVISORY FACTORS							PHASES OF MISHAP						
A. INADEQUATE BRIEFING	101						A - Accidents						
B. OVERRIDING OF FLIGHT BEYOND CAPABILITY	102						B - Evacuation						
C. POOR CREW COORDINATION	103						C - Mishap (includes para-mishap)						
D. OTHER (SPECIFY)	104						D - Errors						
2. PRE-FLIGHT FACTORS							E - Fatigue, Other						
A. FAULTY FLIGHT PLAN	201						F - Illness						
B. FAULTY PRE-FLIGHT OF AIRCRAFT	202						G - MISSED HEALS						
C. FAULTY PREPARATION OF PERSONNEL EQUIPMENT	203						H - DRUGS, OTHER						
D. HURRIED DEPARTURE	204						I - ALCOHOL						
E. DELAYED DEPARTURE	205						J - VISUAL ILLUSIONS						
F. INADEQUATE WEATHER ANALYSIS	206						K - UNCONSCIOUSNESS						
G. OTHER (SPECIFY)	209						L - DISORIENTATION/VERTIGO						
3. EXPERIENCE-TRAINING FACTORS							M - HYPOXIA						
A. INADEQUATE TRANSITION	301						N - HYPERVENTILATION						
B. LIMITED TOTAL EXPERIENCE	302						O - HYDRATION						
C. LIMITED RECENT EXPERIENCE	303						P - CARBON MONOXIDE POISONING						
D. FAILURE TO USE ACCEPTED PROCEDURES	304						Q - BOREDOM						
E. OTHER (SPECIFY)	309						R - INATTENTION						
4. DESIGN FACTOR							S - CHANNELIZED ATTENTION						
A. DESIGN OF INSTRUMENTS, CONTROLS	401						T - DISTRACTION						
B. LOCATION OF INSTRUMENTS, CONTROLS	402						U - PREOCCUPATION WITH PERSONAL PROBLEMS						
C. FAILURE OF INSTRUMENTS, CONTROLS	403						V - EXCESSIVE MOTIVATION TO SUCCEED						
D. COCKPIT LIGHTING	404						W - OVERCONFIDENCE						
E. RUNWAY LIGHTING	405						X - LACK OF SELF-CONFIDENCE						
F. LIGHTING OF OTHER AIRCRAFT	406						Y - LACK OF CONFIDENCE IN EQUIPMENT						
G. PERSONAL EQUIPMENT INTERFERENCE	407						Z - APPREHENSION						
H. WORKSPACE INCOMPATIBLE WITH MAN	408						AA - PANIC						
I. OTHER (SPECIFY)	409						AB - SHOCK (SPECIFY)						
5. COMMUNICATION PROBLEMS							7. ENVIRONMENTAL FACTORS						
A. MISINTERPRETED COMMUNICATIONS	501						M - ACCELERATION FORCES, IN FLIGHT						
B. DISRUPTED COMMUNICATIONS	502						N - ACCELERATION FORCES, IMPACT						
C. LANGUAGE BARRIER	503						O - DECOMPRESSION						
D. NOISE INTERFERENCE	504						P - VIBRATION						
E. OTHER (SPECIFY)	509						Q - GLARE						
6. PSYCHOPHYSIOLOGICAL FACTORS							R - SMOKE, FUMES, ETC.						
A. FOOD INDUCING	601						S - HEAT						
B. MOTION SICKNESS	602						T - COLD						
C. OTHER ACUTE ILLNESS	603						U - WINDBLAST						
D. OTHER PRE-EXISTING DISEASE/EFFECT	604						V - VISIBILITY RESTRICTION-WEATHER, HAZE, DARKNESS						
E. GET-HOME/TIME	605						W - VISIBILITY RESTRICTION-(ICING, WINDSHIELD FROST, ETC.)						
F. HANDOVER	606						X - VISIBILITY RESTRICTION-(DUST, SMOKE, ETC. IN AIR)						
							Y - WEATHER, OTHER THAN VISIBILITY RESTRICTION						
							Z - OTHER (SPECIFY)						
							8. OTHER FACTORS TO BE CONSIDERED						
							A - HABIT INTERFERENCE, USED WRONG CONTROL						
							B - CONFUSION OF CONTROLS, OTHER						
							C - MISREAD INSTRUMENTS						
							D - MISINTERPRETED INSTRUMENT READING						

CONTINUED ON REVERSE SIDE

NAME
MARTIN, Peter R.

(b) (6)

T-1A

144127

FACTORS	A	E	S	R	FACTORS	A	E	S	R
A. OTHER FACTORS TO BE CONSIDERED (Cont.)									
E. MISLEAD BY FAULTY INSTRUMENTS	813				K. DELAY IN TAKING NECESSARY ACTION	811			
F. VISUAL RESTRICTION BY EQUIPMENT STRUCTURES	816				L. VIOLATION OF FLIGHT DISCIPLINE	812			
G. TASK OVERSATURATION	807				M. NAVIGATIONAL ERROR	813			
H. INADEQUATE COORDINATION OR TIMING	808				N. INADVERTENT OPERATION, SELF-INDUCED	814			
I. MISJUDGED SPEED OR DISTANCE	819				O. INADVERTENT OPERATION, MECHANICALLY INDUCED	813			
J. SELECTED WRONG COURSE OF ACTION	810				P. OTHER (SPECIFY)	899			

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

(b) (6)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT / INCIDENT OR GROUND ACCIDENT
PERSONAL DATA
OPNAV FORM 3750/BD (REV. 4-68) S/N 3197-221-8481

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 2750.6

I. CONTRIBUTING EFFECT

I. ROLE OF THIS INDIVIDUAL IN THE CAUSE OF THE ACCIDENT.			II. CONTRIBUTING		
<input type="checkbox"/> 1. DEFINITE	<input type="checkbox"/> 2. POSSIBLY	<input checked="" type="checkbox"/> 3. POSSIBLE	<input type="checkbox"/> 4. DEFINITE	<input type="checkbox"/> 5. POSSIBLY	<input type="checkbox"/> 6. POSSIBLE
			<input type="checkbox"/> 7. NONE	<input checked="" type="checkbox"/> 8. UNKNOWN	
III. BACKGROUND (Complete for all passengers and others who might be contributed to accident)					
A. DATE LAST LEAVE ENDED		UNKNOWN		B. DAYS DURATION LAST LEAVE	
C. TYPE OF LEAVE LAST TAKEN				UNKNOWN	
<input checked="" type="checkbox"/> 1. ORDINARY		<input type="checkbox"/> 2. EMERGENCY		<input type="checkbox"/> 3. REINVESTIGATE	
				<input type="checkbox"/> 4. GRADUATION	
				<input type="checkbox"/> 5. DELAY ENROUTE	
				<input type="checkbox"/> 6. UNKNOWN	
D. DATE OF LAST PREVIOUS FLIGHT					
E. IN LAST 24 HOURS		HOURS AND MINUTES FLOWN		HOURS FLOWN	
F. IN LAST 24 HOURS		1 HR. 18 MIN.		1 HR. 18 MIN.	
G. IN LAST 24 HOURS		Y. IN LAST 48 HOURS		H. IN LAST 48 HOURS	
H. IN LAST 24 HOURS		8 MIN.		1 HR. 18 MIN.	
I. IN LAST 24 HOURS		HOURS AND MINUTES WORKED		I. IN LAST 48 HOURS	
J. IN LAST 24 HOURS		4 MIN.		7 MIN.	
K. IN LAST 24 HOURS		L. IN LAST 48 HOURS		M. IN LAST 48 HOURS	
L. CONTINUOUS DUTY PRIOR TO Mishap		5 MIN.		7 MIN.	
M. DURATION OF LAST SLEEP PERIOD		7 HOURS		7 1/2 HOURS	
N. DURATION OF LAST SLEEP PERIOD		7 MIN.		18 MIN.	
O. PHYSIOLOGICAL, LOW PRESSURE CHAMBER AND VERTIGO TRAINING (For all personnel)					

TYPE TRAINING ACCOMPLISHED	PLACE TRAINING ACCOMPLISHED	COMPLETED		WOLF ¹ IN MISAP	* TIME OF MISAP AND DEFENSIVE TIME: 1 - NO IMPORTANCE 2 - TRAINING DEFINITELY HELPED 3 - TRAINING POSSIBLY HELPED 4 - LACK OF TRAINING DEFINITELY A FACTOR 5 - LACK OF TRAINING POSSIBLY A FACTOR 6 - UNKNOWN
		Month	Year		
Low Press. Chamber	NAMI, Pensacola	MAR	1969	0	1 - NO IMPORTANCE
Night Vision	NAMI, Pensacola	MAR	1969	0	2 - TRAINING DEFINITELY HELPED
Centrifuge	NAMI, Pensacola	JUN	1969	9	3 - TRAINING POSSIBLY HELPED
Ejection Seat	NAMI, Pensacola	JUN	1969	0	4 - LACK OF TRAINING DEFINITELY A FACTOR
					5 - LACK OF TRAINING POSSIBLY A FACTOR
					6 - UNKNOWN

IV. ANTHROPOMETRIC DATA		(b) (6)		L. HEIGHT	66.6	INCHES	C. WEIGHT	167	POUNDS
E. SITTING HEIGHT	36	INCHES	F. STANDING HEIGHT	25.5	INCHES	G. FUNCTIONAL REACH	28	INCHES	
H. BUTTOCK-KNEE LENGTH	22.7	INCHES	I. LEG LENGTH	42	INCHES	J. SHOULDER WIDTH(BOTH SIDES)	17.3	INCHES	
V. GENERAL									
1. NUMBER AND TYPE OF PRIOR WORKS (If applicable, list below):									
M. HRS.		N. DESCRIBE TYPE(S):							

2. TOTAL YEARS OF FORMAL EDUCATION:		16 yrs.							
3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 HOURS (For all personnel, complete and indicate possible contributing to mishap):									
28th July - Monday		29th July Tuesday		30th July - Wednesday					
0700 - Arise		0700 - Arise		0600 - Arise					
0800 - Classes		0800 - Classes		0700 - Standby					
1200 - Sandwich		1200 - Sandwich - Standby		1200 Review B2 procedures					
1600 - Ready Room Standby		1530 - Finished B-1 hop		1215 - Brief B2 changed to					
1730 - Supper		1645 enjoyed flight		B4					
2330 - Bed		1700 - Sleep awake with		1300 - Airborne					
		1930 headache							
		1930 - Watched t.v.							
		2300 - Bed							

NAME	SERIAL NO.	V/C	FUNC
MARTIN, Peter R.	(b) (6)	T-1A	144127

NOMENCLATURE AND MODEL DESIGNATION	REQUIRED	AVAILABLE	USED	NEED	PROBLEMS <i>Indicate by code from list on reverse side.</i>
	(Y)	(Y)	(Y)	(N)	
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VESTS, UNDERWEAR, ETC.)	(Y)	(Y)	(Y)	(09)	
Nomex Flight Suit	(Y)	(Y)	(Y)	(09)	
Helmet	(Y)	(Y)	(Y)	(09)	
Flight Boots	(Y)	(Y)	(X)	(05)	
Gloves	(Y)	(Y)	(Y)	(13)	
Underwear		(Y)	(Y)	(09)	
2. OXYGEN MASK	(Y)		(Y)	(09)	
3. OXYGEN REGULATOR	(Y)		(Y)	(09)	
4. LIFE VEST	(Y)	(Y)	(N)	(09)	
5. LIFE RAFT	(Y)	(Y)	(N)	(09)	
6. SURVIVAL RADIO(S)			(Y)	(26)	
7. SIGNALLING DEVICES	(Y)	(Y)	(N)	(42)	
8. SURVIVAL KIT (CONTAINER)	(Y)	(Y)	(N)	(09)	
9. OTHER SURVIVAL GEAR					
Survival Knife	(Y)	(Y)	(N)	(13)	
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)					
Lap Belt	(Y)	(Y)	(Y)	(09)	
Shoulder Harness	(Y)	(Y)	(Y)	(09)	
Leg Restraints	(Y)	(Y)	(Y)	(09)	
11. PARACHUTE TYPE	(Y)	(Y)	(N)	(09)	
12. PARACHUTE CANOPY RELEASE	(Y)	(Y)	(N)	(09)	
13. PARACHUTE OPENING/DEPLOYMENT DEVICES	(Y)	(Y)	(N)	(09)	(19)
14. SEAT TYPE	(Y)	(Y)	(Y)	(09)	(19)
15. OTHER (SPECIFY)					
16. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)					

NAME	SERIAL NO.	A/C	CONTINUED ON REVERSE SIDE
MARTIN, Peter R.	(b) (6)	T-1A	144127

- | | |
|--|---|
| 01 - NOT AVAILABLE-SUPPLY PROBLEM | 29 - INJURY HAMPERED USE |
| 02 - NOT AVAILABLE-LEFT BEHIND | 30 - WATER HAMPERED USE |
| 03 - DISCARDED | 31 - OTHER EQUIPMENT INTERFERED |
| 04 - LOST | 32 - DONNING/REDOING PROBLEM |
| 05 - DAMAGED-MINOR | 33 - DISCOMFORT/BULKINESS |
| 06 - DAMAGED-MAJOR | 34 - POOR FIT |
| 07 - BURNED-MINOR | 35 - LEAKED |
| 08 - BURNED-MAJOR | 36 - MATERIAL DEFICIENCY |
| 09 - DESTROYED BY EXTREME FORCE/FIRE | 37 - DESIGN DEFICIENCY |
| 10 - FAILED TO OPERATE (RADIO, ACTUATOR, ETC.) | 38 - HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT) |
| 11 - OPERATED PARTIALLY | 39 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR |
| 12 - DIFFICULTY LOCATING | 40 - ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR |
| 13 - BEYOND REACH | 41 - DRAGGING (PARACHUTE ONLY) |
| 14 - CONNECTION/CLOSURE DIFFICULTY | 42 - NON-STANDARD CONFIGURATION |
| 15 - CONNECTION/CLOSURE FAILURE | 43 - AIDED IN LOCATION/RESCUE |
| 16 - RELEASE/DISCONNECT DIFFICULTY | 44 - NOT EFFECTIVE IN LOCATION/RESCUE (USED IN AREA OF AIR VEHICLES) |
| 17 - RELEASE/DISCONNECT FAILURE | 45 - PREVENTED/MINIMIZED INJURY |
| 18 - INADVERTENT RELEASE/DISCONNECT | 46 - EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY |
| 19 - INADVERTENT ACTUATION | 47 - EQUIPMENT PRODUCED INJURY (BT BY EJECTION SEAT, ETC.) |
| 20 - ACTUATION DIFFICULTY | 48 - FAILURE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE |
| 21 - ACTUATION FAILURE | 49 - ALL CREW EQUIPMENT (CODE ONLY ONCE) |
| 22 - ACTUATED BY OTHER PERSON | 50 - MAINTENANCE/INSTALLATION ERROR |
| 23 - RESTRAINT/ATTACHMENT INADEQUACY | 51 - PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT |
| 24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION | 52 - EQUIPMENT DAMAGE-SELF INDUCED |
| 25 - IMPROPER USE (OTHER) | 53 - EQUIPMENT FAILURE-SELF INDUCED |
| 26 - UNFAMILIAR WITH USE | 54 - OTHER (SPECIFY) _____ |
| 27 - COLD HAMPERED USE | |

(b) (6)

I. LOCATION IN AIRCRAFT

- A. 1. COCKPIT OR PILOT'S COMPARTMENT
 2. NAVIGATOR/ENGINEER'S COMPARTMENT
 3. PASSENGERS' COMPARTMENT (SINGLE DECK)
 4. PASSENGERS' COMPARTMENT (UPPER DECK)
 5. PASSENGERS' COMPARTMENT (LOWER DECK)
 6. OTHER COMPARTMENT
 7. COMPARTMENT UNKNOWN

B. LONGITUDINAL LOCATION

1. FORWARD SECTION 2. CENTER
 3. CENTER SECTION 4. LEFTSIDE
 5. AFT SECTION 6. RIGHT SIDE
 7. SECTION UNKNOWN 8. UNKNOWN

C. DIRECTION/FACING

1. FORWARD 2. NOT IN SEAT
 2. AFT 3. IN SEAT
 3. SIDEWARD 4. BUNK/LITTER
 4. UNKNOWN 5. UNKNOWN

2. METHOD OF ESCAPE (More than one may apply)

A. EJECTION

1. ACCOMPLISHED (FREE OF AIRCRAFT)
 2. ATTEMPTED (NOT ACCOMPLISHED)
 3. NOT EJECTED OR IMPACT (FELL/THROWN)
 4. INADVERTENT EJECTION
 5. UNKNOWN IF ATTEMPT WAS MADE
 6. DIRECTED EJECTION
 7. DEFINITELY NOT ATTEMPTED

B. BALLOUT

1. ACCOMPLISHED (FREE OF AIRCRAFT)
 2. ATTEMPTED (NOT ACCOMPLISHED)
 3. BAILED OUT AFTER EJECTION ATTEMPT FAILED
 4. UNKNOWN IF ATTEMPT WAS MADE
 5. SUSPECTED BALLOUT
 6. DEFINITELY NOT ATTEMPTED

E. OTHER

1. STANDARD EMERGENCY GROUND EGRESS
 2. UNDERWATER EGRESS (NOT EJECTION)
 3. DID NOT ESCAPE
 4. EXIT UNASSISTED (OTHER THAN STANDARD EMERGENCY GROUND EGRESS)
 5. CARRIED/ASSISTED OUT
 6. BLOWN/THROWN OUT
 7. JUMPED FROM A/C (AIRBORNE)
 8. UNKNOWN IF ESCAPE ACCOMPLISHED
 9. ESCAPED, METHOD UNKNOWN

3. INTENT FOR ESCAPE

1. INTENTIONAL 2. UNINTENTIONAL, MECHANICAL
 3. UNINTENTIONAL, SELF INDUCED 4. INTENT UNKNOWN

D. EXIT USED

1. NORMAL EXIT 2. OTHER
 3. EJECTED THROUGH CANOPY 4. UNKNOWN
 5. EMERGENCY EXIT

E. COCKPIT/CABIN CONDITION AFTER IMPACT

1. NO DAMAGE (OTHER THAN CANOPY LOSS, ETC)
 2. MINOR DAMAGE (DEFINITELY HABITABLE)
 3. REASONABLY INTACT (PROBABLY HABITABLE)
 4. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
 5. DESTROYED (DEFINITELY NOT HABITABLE)
 6. UNKNOWN

F. ORDER OF ESCAPE (See Tab, pg. 1)

G. REASONS FOR ESCAPE (More than one may apply)

- | | |
|--|---|
| <input type="checkbox"/> A. FIRE/EXPLOSION/SMOKE | <input checked="" type="checkbox"/> K. WATER IMPACT |
| <input type="checkbox"/> B. LOSS OF CONTROL | <input type="checkbox"/> L. GROUND/STRUCTURE IMPACT |
| <input type="checkbox"/> C. ENGINE FAILURE | <input type="checkbox"/> M. LAUNCH FAILURE |
| <input type="checkbox"/> D. FUEL EXHAUSTION | <input type="checkbox"/> N. ARRESTMENT FAILURE |
| <input type="checkbox"/> E. STRUCTURAL FAILURE | <input type="checkbox"/> O. OTHER |
| <input type="checkbox"/> F. MID-AIR COLLISION | <input type="checkbox"/> P. UNKNOWN |

NAME

MARTIN, Peter R.

SERIAL NO.

(b) (6)

A/C

T-1A

FUND

144127

CONTINUED ON REVERSE SIDE

8. COMMUNICATIONS PRIOR TO ESCAPE		13. AIRCRAFT ATTITUDE AT TIME OF ESCAPE																																																																																																																																																																																																																		
<input type="checkbox"/> 1. DISTRESS SIGNAL TRANSMITTED <input type="checkbox"/> 2. POSITION FIX TRANSMITTED <input type="checkbox"/> 3. EMERGENCY IFF (MANUAL) <input type="checkbox"/> 4. EMERGENCY IFF (AUTOMATIC) <input type="checkbox"/> 5. UNKNOWN <input type="checkbox"/> 6. NONE		13. AIRCRAFT ATTITUDE AT TIME OF ESCAPE <small>(Select all flight attitudes which existed prior to ejection)</small> <table border="0"> <tr> <td><input type="checkbox"/> A. NOSE UP</td> <td><input type="checkbox"/> D. NOSE DOWN _____ DEGREES</td> </tr> <tr> <td><input type="checkbox"/> B. RIGHT BANK</td> <td><input type="checkbox"/> E. LEFT BANK _____ DEGREES</td> </tr> <tr> <td><input type="checkbox"/> C. HOSE DOWN SPIN</td> <td><input type="checkbox"/> F. DISINTEGRATION</td> </tr> <tr> <td><input type="checkbox"/> G. FLAT SPIN</td> <td><input type="checkbox"/> H. INVERTED</td> </tr> <tr> <td><input type="checkbox"/> I. OSCILLATING SPIN</td> <td><input type="checkbox"/> I. NUNNING</td> </tr> <tr> <td><input type="checkbox"/> J. ROLLING</td> <td><input type="checkbox"/> K. TUMBLING</td> </tr> <tr> <td><input type="checkbox"/> L. UNKNOWN</td> <td><input type="checkbox"/> M. OTHER (DESCRIBE) _____</td> </tr> </table>		<input type="checkbox"/> A. NOSE UP	<input type="checkbox"/> D. NOSE DOWN _____ DEGREES	<input type="checkbox"/> B. RIGHT BANK	<input type="checkbox"/> E. LEFT BANK _____ DEGREES	<input type="checkbox"/> C. HOSE DOWN SPIN	<input type="checkbox"/> F. DISINTEGRATION	<input type="checkbox"/> G. FLAT SPIN	<input type="checkbox"/> H. INVERTED	<input type="checkbox"/> I. OSCILLATING SPIN	<input type="checkbox"/> I. NUNNING	<input type="checkbox"/> J. ROLLING	<input type="checkbox"/> K. TUMBLING	<input type="checkbox"/> L. UNKNOWN	<input type="checkbox"/> M. OTHER (DESCRIBE) _____																																																																																																																																																																																																			
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(b) (6)

13. EGRESS DIFFICULTIES (Place X in appropriate column) (Continued)

B - Before; D - During A - After

	GROUND			WATER			AIR		
	B	D	A	B	D	A	B	D	A
19. COULD NOT OPEN CANOPY/HATCH	19			19			19		
20. DIFFICULTY RELEASING RESTRAINTS	20			20			20		
21. DIFFICULTY REACHING HATCH/EXIT/OBSTRUCTIONS	21			21			21		
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22			22			22		
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23			23			23		
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24			24			24		
25. FONDED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25			25			25		
26. CONFUSION/PANIC/DISORIENTATION	26			26			26		
27. DARKNESS-NO VISUAL REFERENCE	27			27			27		
28. FIRE/SMOKE/FUEL	28			28			28		
29. ANTHROPOMETRIC PROBLEM	29			29			29		
30. PERSONAL EQUIPMENT FAULT (OTHER THAN HANGUP)	29			29			29		
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31			31			31		
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32			32			32		
33. MAN STRUCK CANOPY/CANOPY BOW	33			33			33		
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34			34			34		
35. FLAILING - UPPER EXTREMITIES	35			35			35		
36. FLAILING - LOWER EXTREMITIES	36			36			36		
37. DROGUE SLUG SWINGING AT MAN	37			37			37		
38. DROGUE SLUG STRUCK MAN	38			38			38		
39. MAN STRUCK BY OTHER EQUIPMENT	39			39			39		
40. MAN STRUCK BY SEAT	40			40			40		
41. SEAT SEPARATION DIFFICULTY	41			41			41		
42. SEAT/PARACHUTE ENTANGLEMENT	42			42			42		
43. MAN TANGLED IN CHUTE RISERS--MAJOR	43			43			43		
44. MAN TANGLED IN CHUTE RISERS--MINOR	44			44			44		
45. PARACHUTE LINE OVER	45			45			45		
46. MAN HELD ON TO SEAT	46			46			46		
47. TUMBLING/SPINNERS	47			47			47		
48. PARACHUTE DID NOT OPEN	48			48			48		
49. PARACHUTE STREAMED	49			49			49		
50. INADVERTENT OPENING OF LAP BELT	50			50			50		
51. FAILURE OF LAP BELT TO OPEN	51			51			51		
52. INRUSHING WATER	52			52			52		
53. COLD	53			53			53		
54. UNCONSCIOUS/DAZED	54			54			54		
55. OTHER	55			55			55		

REMARKS OR CONTINUATION: (Indicate with check mark only if applicable)

Egress not attempted.

NAME

MARTIN, Peter R.

MEDEVAC NO.

(b) (6)

A/C

T-1A

BUNO

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(Complete for all escape attempts and survivors)

1. TIME FROM EMERGENCY UNTIL ESCAPE ATTEMPT WAS INITIATED

HOURS _____ MINUTES _____ SECONDS _____

2. DELAY IN INITIATING ESCAPE DUE TO:

- | | |
|---|---|
| <input type="checkbox"/> 1. ATTEMPTING TO
OVERCOME PROBLEM | <input type="checkbox"/> 3. LOSING ALTITUDE |
| <input type="checkbox"/> 2. AVOIDING POPULATED AREA | <input type="checkbox"/> 4. LOSING AIRSPEED |
| <input type="checkbox"/> 3. AVOIDING UNSUITABLE
TERRAIN | <input type="checkbox"/> 5. OTHER |
| <input type="checkbox"/> 4. GAINING ALTITUDE | <input type="checkbox"/> 6. UNKNOWN |

3. TERRAIN CLEARANCE AT TIME OF:

- A. 1. ESCAPE (FEET) _____ 2. PARACHUTE OPENING (FEET) _____
 B. 1. AIRSPEED AT TIME OF ESCAPE _____ KIAS
 2. GROUND-FORWARD SPEED (IF NOT AIRBORNE) _____
 C. 1. PARACHUTE DID NOT OPEN 2. PARACHUTE STREAMED

4. PROTECTIVE HELMET

	CHIN STRAP FASTENED			HELMET VISOR LIFTED		
	YES	NO	UNE	YES	NO	UNE
1. BEFORE EMERGENCY	<input type="checkbox"/>					
2. DURING EGRESS	<input type="checkbox"/>					
3. DURING CHUTE LANDING	<input type="checkbox"/>					
4. CHIN STRAP FASTENED SNUGLY	<input type="checkbox"/>					
5. WAPE STRAP FASTENED SNUGLY	<input type="checkbox"/>					

5. ZERO LANDED:

- | | |
|--|--|
| A. WHEN CONNECTED | B. SURVIVAL FACTOR |
| <input type="checkbox"/> 1. AVAILABLE, NOT CONNECTED | <input type="checkbox"/> 2. NOT A FACTOR IN SURVIVAL |
| <input type="checkbox"/> 3. PRIOR TO EMERGENCY | <input type="checkbox"/> 4. FACTOR IN SURVIVAL |
| <input type="checkbox"/> 5. DURING EMERGENCY | <input type="checkbox"/> 6. NOT A FACTOR IN SURVIVAL |
| <input type="checkbox"/> 7. TIME UNKNOWN | <input type="checkbox"/> 8. FACTOR IN NON-SURVIVAL |
| <input type="checkbox"/> 9. NOT AVAILABLE | <input type="checkbox"/> 10. UNKNOWN IF FACTOR |
| <input type="checkbox"/> 11. UNKNOWN | |

6. AUTOMATIC LAP BELT RELEASE

- | | |
|---|---|
| <input type="checkbox"/> 1. DID NOT OPEN OR RELEASE | <input type="checkbox"/> 2. OPENED INACCIDENTALLY |
| <input type="checkbox"/> 3. RELEASED AUTOMATICALLY
AS DESIGNED | <input type="checkbox"/> 4. UNKNOWN HOW RELEASED |
| <input type="checkbox"/> 5. OPENED MANUALLY | <input type="checkbox"/> 6. UNKNOWN IF RELEASED |

7. REMOVAL OF AIRCRAFT CANOPY

- | | |
|---|--|
| A. INTENT | B. INITIATOR |
| <input type="checkbox"/> 1. INTENTIONAL | <input type="checkbox"/> 1. THIS INDIVIDUAL |
| <input type="checkbox"/> 2. UNINTENTIONAL, SELF-INDUCED | <input type="checkbox"/> 2. ANOTHER INDIVIDUAL |
| <input type="checkbox"/> 3. UNINTENTIONAL, MECHANICAL | <input type="checkbox"/> 4. UNKNOWN |
| <input type="checkbox"/> 5. UNKNOWN | |

7. REMOVAL OF AIRCRAFT CANOPY (Continued)

- | | |
|--|--|
| C. REMOVAL | D. METHOD |
| <input type="checkbox"/> 1. DEFINITELY NOT ATTEMPTED | <input type="checkbox"/> 1. ARM REST/BELT BRACE |
| <input type="checkbox"/> 2. ACCOMPLISHED | <input type="checkbox"/> 2. FACE CURTAIN |
| <input type="checkbox"/> 3. ATTEMPTED (UNSUCCESSFUL) | <input type="checkbox"/> 3. SEAT PAN HANDLE |
| <input type="checkbox"/> 4. UNKNOWN IF ATTEMPTED | <input type="checkbox"/> 4. MANUALLY UNLOCKED |
| | <input type="checkbox"/> 5. EXTERNAL FORCE |
| | <input type="checkbox"/> 6. CANOPY ATTACHMENT HANDLE |
| | <input type="checkbox"/> 7. UNKNOWN |
| | <input type="checkbox"/> 8. OTHER (DESCRIBE) |

E. EJECTION

- | | |
|--|--|
| A. INTENT | C. METHOD |
| <input type="checkbox"/> 1. INTENTIONAL | <input type="checkbox"/> 1. ARM REST/BELT BRACE |
| <input type="checkbox"/> 2. UNINTENTIONAL | <input type="checkbox"/> 2. FACE CURTAIN |
| <input type="checkbox"/> 3. UNKNOWN | <input type="checkbox"/> 3. SEAT PAN HANDLE |
| B. INITIATOR | <input type="checkbox"/> 4. SEAT SEQUENCER |
| <input type="checkbox"/> 1. THIS PERSON | <input type="checkbox"/> 5. IMPACT |
| <input type="checkbox"/> 2. ANOTHER PERSON | <input type="checkbox"/> 6. FIRE |
| <input type="checkbox"/> 3. EXTERNAL FORCE | <input type="checkbox"/> 7. MECHANICAL FAILURE |
| <input type="checkbox"/> 4. UNKNOWN | <input type="checkbox"/> 8. OTHER EXTERNAL FORCE |
| | <input type="checkbox"/> 9. UNKNOWN |

F. BODY POSITION AT EJECTION (Is completed if optional)

	A. HEAD	B. HIPS	C. FEET	D. ELBOWS
OPTIMAL	1			
FORWARD	2			
UPWARD	3			
LATERAL	4			
UNKNOWN	9			

G. POSITION OF EJECTION SEAT

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> 1. FULL UP | <input type="checkbox"/> 2. INTERMEDIATE POSITION |
| <input type="checkbox"/> 2. FULL DOWN | <input type="checkbox"/> 3. UNKNOWN |

H. METHOD OF SEPARATING MAN FROM SEAT

- | | |
|--|---|
| <input type="checkbox"/> 1. DID NOT SEPARATE | <input type="checkbox"/> 4. PERSONNEL PARACHUTE |
| <input type="checkbox"/> 2. SEAT SEPARATOR | <input type="checkbox"/> 5. OTHER |
| <input type="checkbox"/> 3. SPONTANEOUS TUMBLING | <input type="checkbox"/> 6. UNKNOWN |
| <input type="checkbox"/> 4. PUSHED SELF AWAY | |

PRINTED ON REVERSE SIDE

NAME

MARTIN, Peter R.

SERIAL NO.

(b) (6)

R/C

T-1A

INFO

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12. TYPE OF SEAT SEPARATION

- | | |
|-------------------------------------|--|
| <input type="checkbox"/> A. NONE | <input type="checkbox"/> B. PARACHUTE |
| <input type="checkbox"/> C. ROTARY | <input type="checkbox"/> D. SHUDDING LANTERN |
| <input type="checkbox"/> E. BLADDER | |

13. METHODS OF DEPLOYING PARACHUTE

- | | |
|--|---|
| <input type="checkbox"/> F. NOT DEPLOYED | <input type="checkbox"/> G. STATIC LINE |
| <input type="checkbox"/> H. AUTOMATIC TIMER | <input type="checkbox"/> I. MANUAL |
| <input type="checkbox"/> J. ANEROID | <input type="checkbox"/> K. OTHER |
| <input type="checkbox"/> L. BALLISTIC DEVICE | <input type="checkbox"/> M. UNKNOWN |
| <input type="checkbox"/> N. ZERO LANTERN | |

14. PARACHUTE OPENING SHOCK

- | | |
|--|-------------------------------------|
| <input type="checkbox"/> P. NEGLIGIBLE | <input type="checkbox"/> Q. SEVERE |
| <input type="checkbox"/> R. MODERATE | <input type="checkbox"/> S. UNKNOWN |

15. OSCILLATIONS

(P-NEGIGIBLE) (M-MODERATE) (S-SEVERE) (U-UNKNOWN)

- | | |
|-------------------|--|
| A. DURING DESCENT | |
| B. DURING LANDING | |

16. PARACHUTE DAMAGE

- | | |
|-------------------------|------------------------|
| C. SEVERED SHROUD LINES | D. TORN PANELS - MAJOR |
| E. MISSING PANELS | F. TORN PANELS - MINOR |

17. CAUSE OF PARACHUTE DAMAGE

- | | |
|-----------------------------|---------------------|
| G. DIPPING SHOCK | H. IN TREES |
| I. FOULLED ON EJECTION SEAT | J. DROPPING |
| K. FOULLED ON A/C | L. OTHER (DESCRIBE) |
| M. FIRE | N. UNKNOWN |
| O. ON LANDING | |

18. FOUR LINE CUT DISREGARD. (See Four Item Index)

19. DIRECTION FACED AT CHUTE LANDING

- | | |
|----------------------|----------------------|
| P. DIRECTLY FACING | Q. QUARTERING BACK |
| R. FACING AWAY | S. DIRECTLY SIDEWAYS |
| T. QUARTERING FACING | U. UNKNOWN |

20. LANDING CONDITIONS

- | | |
|----------------------------------|---|
| A. TOTAL WEIGHT UNDER PARACHUTE: | LBS. |
| B. SURFACE WINDS: | KNOTS |
| C. DRAGGED BY CHUTE: | <input type="checkbox"/> I. YES <input type="checkbox"/> II. NO |
| D. DISTANCE DRAGGED: | YARDS |

21. PARACHUTE LANDING POSITION TECHNIQUES

- | | |
|---------------------|-----------------------------|
| A. E. COULD NOT SEE | F. 1. MUSCLES TENSED |
| G. 1. LOOKING AHEAD | H. 2. MUSCLES TOO TENSE |
| I. 2. LOOKING DOWN | J. 3. TOO RELAXED |
| K. 3. OTHER | L. 4. OTHER |
| M. 4. UNKNOWN | N. 5. UNKNOWN |
| O. 5. UNKNOWN | P. 6. UNKNOWN |
| Q. 6. UNKNOWN | R. 7. PROPER POSITION |
| S. 7. UNKNOWN | T. 8. KNEES LOCKED |
| U. 8. UNKNOWN | V. 9. ARMS IN POOR POSITION |
| W. 9. UNKNOWN | X. 10. OTHER |
| X. 10. UNKNOWN | Y. 11. UNKNOWN |

22. DEPLOYED BEFORE LANDING

- | | | | |
|-----------------|--------|-------|------------|
| Z. SURVIVAL KIT | I. YES | J. NO | K. UNKNOWN |
| L. LIFE RAFT | | | |
| M. LIFE VEST | | | |

23. CANOPY DEFILATION POCKETS

- | |
|---|
| N. R. NOT EFFECTIVE IN COLLAPSING CHUTE |
| O. P. AVOID IN COLLAPSING CHUTE |
| P. Q. NOT INSTALLED |
| R. S. UNKNOWN IF INSTALLED |
| S. T. UNKNOWN IF EFFECTIVE |

REMARKS:

(b) (6)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
SURVIVAL AND RESCUE
DFNAV FORM 3730-EM (REV. 4-68) 5-65107-2210000

REPORT SYMBOL 37307

Key Section 11 of AFM AFINST 7230.1
PAGE 1 OF 2

1. SURVIVAL TRAINING:

"See Code of Ethics in section 10 above this page."
Training placed in "unrated".

- # NOT A FACTOR
1. DEFINITELY HELPED
2. POSSIBLY HELPED

7. LACK OF TRAINING DEFINITE FACTOR
8. LACK OF TRAINING POSSIBLE FACTOR
9. UNKNOWN

TYPE TRAINING	COURSE AND SPONSOR	PLACE ACCOMPLISHED	COMPLETED	
			Month	Year
A. WATER SURVIVAL:				
1. MAINTENANCE SKILL	Sea Survival	U.S. NAS, PENSACOLA	APR	69
2. BILGE/BERTH SURVIVAL	Sea Survival	U.S. NAS, PENSACOLA	APR	69
3. PARACHUTE DRAG	Sea Survival	U.S. NAS, PENSACOLA	APR	69
4. INVERTED COCKPIT	Sea Survival	U.S. NAS, PENSACOLA	APR	69
5. SHOTGUN SEAT	Sea Survival	U.S. NAS, PENSACOLA	APR	69
B. JUNGLE SURVIVAL				
C. ARCTIC SURVIVAL				
D. DESERT SURVIVAL				
E. MOUNTAIN SURVIVAL				
F. SURVIVAL (GENERAL)	Land Survival	Eglin, AFB	Spring	69

2. CONDITIONS PREVAILING AT SURVIVAL/RESCUE SITE (Available, available, give date)

A. AIR TEMPERATURE	80	C. TERRAIN	E. WEATHER
B. AIR TEMPERATURES	87	<input type="checkbox"/> 1. OPEN GROUND	<input checked="" type="checkbox"/> 1. CLEAR
C. SURFACE WINDS	5	<input type="checkbox"/> 2. FOREST/JUNGLE	<input type="checkbox"/> 2. OVERCAST
D. RAVE HEIGHT	N.A.	<input type="checkbox"/> 3. MOUNTAINS	<input type="checkbox"/> 3. FOG
E. WAVE FREQUENCY	N.A.	<input type="checkbox"/> 4. DESERT	<input type="checkbox"/> 4. RAIN
	PER MIN.	<input type="checkbox"/> 5. OTHER	<input type="checkbox"/> 5. SNOW
		<input type="checkbox"/> 6. UNKNOWN	

3. TIME LAPSE SEQUENCE FOR RESCUE EVENTS (Give time lapses in hours and minutes from time of mishap)

	ACTUAL	OTHER ASST	OTHER ASST	LIGHT CONDITIONS			
				Day	Night	Dark	Peak
A. RESCUE PERSONNEL NOTIFIED THAT MISHAP HAD OCCURRED	X			X			
B. RESCUE VEHICLE DEPARTED	X			X			
C. THIS INDIVIDUAL LOCATED BY RESCUE PERSONNEL							
D. THIS INDIVIDUAL PHYSICALLY REACHED BY RESCUE VEHICLE PERSONNEL							
E. THIS INDIVIDUAL ACTUALLY ABANDONED RESCUE VEHICLE OR RESCUE ATTEMPT ABANDONED							
F. RESCUE COMPLETED (PERSON RETURNED TO STATION/HOSPITAL, ETC.)							

4. A. TIME THIS INDIVIDUAL SPENT IN WATER _____ HRS. B. TIME THIS INDIVIDUAL SPENT IN LIFE RAFT _____ HRS. C. TIME THIS INDIVIDUAL SPENT IN AIRRAFT _____ HRS.

5. AT TIME OF RESCUE ALERT, DISTANCE IN MILES FROM MISHAP SITE TO:
A. NEAREST RESCUE VEHICLE 0 B. NEAREST ASSIST RESCUE VEHICLE 10.2

6. PERSONNEL/Vehicles PARTICIPATING IN RESCUE

A. VEHICLE PERFORMING ACTUAL PICKUP OF THE PERSON
1. TYPE/Model: OH 2B/0H34J 2. LOCATION WHEN ALERTED Tower 3. DUTY WHEN ALERTED Runway Standby

B. DID RESCUE PERSONNEL LEAVE VEHICLE TO ASSIST IN RESCUE? 1. YES 2. NO 4. UNKNOWN
 IF SO, HOW?
 A. PARACHUTED C. DESCENDED LINE/LADDER/NET E. NORMAL GROUND/WATER
 B. JUMPED WITHOUT PARACHUTE D. LOWERED BY HOIST F. OTHER

C. LIST OTHER VEHICLES PARTICIPATING IN RESCUE EFFORT (OTHER ASSISTS IN ITEM 3) 0

OTHERS WHO STOOD BY READY TO RENDER ASSISTANCE IF REQUIRED

D. NUMBER SEARCH AND RESCUE HOURS 4.4

CONTINUED ON REVERSE SIDE

NAME	SERIAL NO.	A/C	BUND
MARTIN, Peter R.	(b) (6)	T-1A	144127

7. RESCUE EQUIPMENT USED (Use numbers to show quantity)

- | | |
|--|--|
| <input type="checkbox"/> A - SLING | <input type="checkbox"/> N - GRAPNEL |
| <input type="checkbox"/> B - SEAT | <input type="checkbox"/> O - BOARDING LADDER |
| <input type="checkbox"/> C - CARGO NET | <input type="checkbox"/> P - KNIFE/AXE/SAW |
| <input type="checkbox"/> D - ROPE | <input type="checkbox"/> G - MAKESHIFT CARRIER SUPPORT |
| <input type="checkbox"/> E - LIFE RING | <input type="checkbox"/> R - FIRST AID EQUIPMENT |
| <input type="checkbox"/> F - BASKET | <input type="checkbox"/> S - THREE-PERCHATOR SEAT |
| <input type="checkbox"/> G - BOOM NET | <input type="checkbox"/> T - HELICOPTER PLATFORM |
| <input type="checkbox"/> H - DAVIT | <input type="checkbox"/> U - STRETCHER |
| <input type="checkbox"/> I - RAFT | <input type="checkbox"/> V - CABLE CUTTERS |
| <input type="checkbox"/> K - WEBBING CUTTERS | <input type="checkbox"/> W - HELICOPTER RESCUE BOOM |
| <input type="checkbox"/> L - CHICAGO GRIP | <input type="checkbox"/> X - BILLY PUSH NET |
| <input type="checkbox"/> Y - OTHER (DESCRIBE): _____ | |

8. RESCUE ALERTING MEANS (Use numbers to show quantity)

- | | |
|--|--|
| <input type="checkbox"/> A - WITNESSED | <input type="checkbox"/> M - RADIO SURVIVAL TYPE |
| <input type="checkbox"/> B - RADAR SURVEILLANCE | <input type="checkbox"/> J - OTHER RADIO REPORT |
| <input type="checkbox"/> C - OVERSIGHT REPORT TO SAR | <input type="checkbox"/> K - VISUAL SIGNALLING EQUIPMENT |
| <input type="checkbox"/> D - AIRBORNE RADAR RELAY | <input type="checkbox"/> L - AUDIO SIGNALLING EQUIPMENT |
| <input type="checkbox"/> E - CRASH PHONE | <input type="checkbox"/> M - SURVIVOR REPORT |
| <input type="checkbox"/> F - OTHER TELEPHONE | <input type="checkbox"/> N - LOSS OF RADIO CONTACT |
| <input type="checkbox"/> G - RADIO MAY-DAY CALL | <input type="checkbox"/> P - SMOKE/FIRE-CRASH SCENE |
| <input type="checkbox"/> Y - OTHER (DESCRIBE): _____ | |

9. ALERTING/COMMUNICATIONS PROBLEMS

- | | |
|--|---|
| <input type="checkbox"/> A - POOR RADIO RECEPTION | <input type="checkbox"/> X - AIRCRAFT RADIO/EQUIPMENT INOPERATIVE |
| <input type="checkbox"/> B - TELEPHONE LINE BUSY | <input type="checkbox"/> F - POOR RADIO PROCEDURES |
| <input type="checkbox"/> C - POOR RADIO DISCIPLINE | <input type="checkbox"/> Y - OTHER: _____ |

10. DELAYS IN DEPARTURE OF RESCUE VEHICLES

- | |
|--|
| <input type="checkbox"/> A - VEHICLE OPERATOR NOT AVAILABLE |
| <input type="checkbox"/> B - VEHICLE NOT READY |
| <input type="checkbox"/> C - VEHICLE CREW NOT AVAILABLE |
| <input type="checkbox"/> D - COMMUNICATIONS BREAKDOWN |
| <input type="checkbox"/> E - COMPLETING PREVIOUSLY ASSIGNED DUTIES |
| <input type="checkbox"/> F - LACK OF INFORMATION ON CRASH SITE |
| <input type="checkbox"/> G - NATURE OF TERRAIN |
| <input type="checkbox"/> H - WEATHER |
| <input type="checkbox"/> Y - OTHER: _____ |

11. RESCUE VEHICLE PROBLEMS ENROUTE

- | | |
|--|--|
| <input type="checkbox"/> A - HEADWIND | <input type="checkbox"/> E - NATURE OF TERRAIN |
| <input type="checkbox"/> B - POOR VISIBILITY | <input type="checkbox"/> F - OTHER OBSTRUCTIONS (FENCES, ETC.) |
| <input type="checkbox"/> C - HIGH SEA STATE | <input type="checkbox"/> G - RESCUERS LOST |
| <input type="checkbox"/> D - MECHANICAL PROBLEMS | <input type="checkbox"/> H - WEATHER |
| <input type="checkbox"/> Y - OTHER: _____ | |

12. PROBLEMS IN LOCATING INDIVIDUAL (OR KEEPING IN SIGHT)

- | | |
|--|---|
| <input type="checkbox"/> A - HEAVY SEAS | <input type="checkbox"/> B - PRECIPITATION |
| <input type="checkbox"/> B - TREES | <input type="checkbox"/> E - DARKNESS |
| <input type="checkbox"/> C - FOG-CLOUDS | <input type="checkbox"/> F - RADIO INTERFERENCE |
| <input type="checkbox"/> D - CONFUSION DUE TO OTHER LIGHTS | |
| <input type="checkbox"/> H - MALFUNCTION OF DIRECTIONAL EQUIPMENT | |
| <input type="checkbox"/> I - LACK OF CORRECT INFORMATION ON LOCATION OF SURVIVOR | |
| <input type="checkbox"/> K - INABILITY TO VISUALLY DISTINGUISH SURVIVOR FROM TERRAIN | |
| <input type="checkbox"/> L - LOSS OF RADIO/RADAR CONTACT | |
| <input type="checkbox"/> M - SURVIVOR'S FAILURE TO USE SIGNALLING EQUIPMENT | |
| <input type="checkbox"/> Y - OTHER: _____ | |

13. LOCATOR MEANS

Complete instructions for listing of specific locator means and enter under appropriate categories. Use numbers to indicate separate instances.

GENERAL	PYROTECHNICS	ELECTRONIC SIGNAL DEVICES	BALLISTICS	AUDITORY	VISUAL

CONTINUED ON NEXT PAGE

(b) (6)

14. SURVIVAL PROBLEMS ENCOUNTERED BY PERSON

- | | | |
|--|---|---|
| <input type="checkbox"/> 81 - INADEQUATE FLOATATION GEAR | <input type="checkbox"/> 89 - FULL ED DOWN BY SINKING PARACHUTE | <input type="checkbox"/> 18 - TOPOGRAPHY (SWAMPS, MOUNTAINS, DESERTS, ETC.) |
| <input type="checkbox"/> 82 - INADEQUATE COLD WEATHER GEAR | <input type="checkbox"/> 19 - ENTANGLEMENT (OTHER THAN PARACHUTE) | <input type="checkbox"/> 19 - DARKNESS |
| <input type="checkbox"/> 83 - LACK OF SIGNALING EQUIPMENT | <input checked="" type="checkbox"/> 11 - UNFAMILIAR WITH PROCEDURES/EQUIPMENT | <input type="checkbox"/> 20 - THROWN OUT OF RAFT |
| <input type="checkbox"/> 84 - LACK OF OTHER EQUIPMENT | <input type="checkbox"/> 12 - CONFUSED, DAZED, DISORIENTED | <input type="checkbox"/> 21 - HAMPERED BY HELD DOWNWASH |
| <input type="checkbox"/> 85 - ENTANGLEMENT (PARACHUTE) | <input type="checkbox"/> 13 - INCAPACITATED BY INJURY | <input type="checkbox"/> 22 - PROBLEM BOARDING RESCUE VEHICLE |
| <input type="checkbox"/> 86 - DRAGGING (PARACHUTE) | <input type="checkbox"/> 14 - POOR PHYSICAL CONDITION | <input type="checkbox"/> 23 - THIRST |
| <input type="checkbox"/> 87 - PARACHUTE HARDWARE PROBLEM | <input type="checkbox"/> 15 - EXPOSURE (HEAT, COLD, SUNBURN, ETC.) | <input type="checkbox"/> 24 - HUNGER |
| <input type="checkbox"/> 88 - ENTRAPMENT IN AIRCRAFT | <input type="checkbox"/> 16 - FATIGUE | <input type="checkbox"/> 25 - INSECTS, SHAKES, ANIMALS, ETC. |
| <input type="checkbox"/> 89 - OTHER _____ | <input type="checkbox"/> 17 - WEATHER | <input type="checkbox"/> 26 - SHARKS |

15. PROBLEMS THAT COMPLICATED RESCUE OPERATIONS

- | | |
|---|--|
| <input type="checkbox"/> 81 - FAILURE OF RESCUE VEHICLE (MECHANICAL PROBLEMS) | <input type="checkbox"/> 13 - PRINCIPAL/INAPPROPRIATE ACTIONS OF PERSON BEING RESCUED |
| <input type="checkbox"/> 82 - INADEQUACY/LACK OF RESCUE VEHICLE | <input type="checkbox"/> 14 - RESCUE VEHICLE ACCIDENT |
| <input type="checkbox"/> 83 - FAILURE OF RESCUE EQUIPMENT/HOIST, ETC. | <input type="checkbox"/> 15 - COMMUNICATIONS PROBLEMS |
| <input type="checkbox"/> 84 - INADEQUACY/LACK OF RESCUE EQUIPMENT | <input type="checkbox"/> 16 - DRAG/ENTANGLEMENT BY DEPLOYED PARACHUTE |
| <input type="checkbox"/> 85 - INADEQUACY OF RESCUE PERSONNEL KNOWLEDGE/TRAINING | <input type="checkbox"/> 17 - TOPOGRAPHY (ROUGH SEAS, MOUNTAINS, ETC.) |
| <input type="checkbox"/> 86 - INADEQUATE MEDICAL EQUIPMENT | <input type="checkbox"/> 18 - INTERFERENCE FROM OTHER VEHICLES |
| <input type="checkbox"/> 87 - INADEQUATE MEDICAL FACILITIES | <input type="checkbox"/> 19 - VICTIM PULLED AWAY BY EXTERNAL FORCES |
| <input type="checkbox"/> 88 - VEHICLE OPERATOR FACTOR (POOR PROCEDURE) | <input type="checkbox"/> 20 - WEATHER |
| <input type="checkbox"/> 89 - RESCUE SKEWAW ASSIST HESITANCY | <input type="checkbox"/> 21 - DARKNESS |
| <input type="checkbox"/> 90 - FIRE/EXPLOSION | <input type="checkbox"/> 22 - WEIGHT/DRAIG PROBLEMS NOT DUE TO PARACHUTE |
| <input type="checkbox"/> 91 - ENTRAPMENT IN AIRCRAFT | <input type="checkbox"/> 23 - HAMPERED BY PERSONNEL/SURVIVAL EQUIPMENT OF PERSON BEING RESCUED |
| <input type="checkbox"/> 92 - PHYSICAL LIMITATIONS OF RESCUE PERSONNEL | <input type="checkbox"/> 24 - FLOATING DEBRIS |
| <input type="checkbox"/> 93 - PHYSICAL LIMITATIONS OF PERSON BEING RESCUED | <input type="checkbox"/> 25 - PRIMARY RESCUE DELAYED/MAKING FUTILE ATTEMPTS BY OTHER RESCUEERS |
| <input type="checkbox"/> 94 - CARELESSNESS OF RESCUE PERSONNEL | <input type="checkbox"/> 26 - HAMPERED BY HELICOPTER DOWNWASH |
| <input type="checkbox"/> 95 - OTHER _____ | |

None

16. INDIVIDUAL'S PHYSICAL CONDITION	DURING RESCUE	AFTER RESCUE	DURING RESCUE	AFTER RESCUE
1. FULLY ABLE TO ASSIST	1 -	A -		E -
2. PARTIALLY ABLE TO ASSIST	2 -	B -		F -
3. IMBALANCE OR UNCONSCIOUS	3 -	C -		G -
4. FATAL OR RECOVERY-DUE TO INJURIES	X -	D - X -		H -
			5. FATAL ON RECOVERY-DROWNED	
			6. RECOVERED ALIVE-DIED FROM INJURIES	
			7. LOST DURING RESCUE ATTEMPT-PRESUMED DROWNED	
			8. LOST DURING RESCUE ATTEMPT-APPARENTLY INJURED OR DROWNED	

17. CHECK CATEGORY OF FACTORS THAT HELPED RESCUE/RECOVERY (FROM RESCUE POINT OF VIEW)

- | | |
|--|---|
| <input type="checkbox"/> 1 - RESCUE PERSONNEL TRAINING | <input type="checkbox"/> 5 - AVAILABILITY OF RESCUE EQUIPMENT |
| <input type="checkbox"/> 2 - TRAINING OF PERSON TO BE RESCUED | <input type="checkbox"/> 6 - SUITABILITY OF RESCUE EQUIPMENT |
| <input type="checkbox"/> 3 - KNOWLEDGE OF AIRCRAFT EMERGENCY ESCAPE MEANS | <input type="checkbox"/> 7 - SURVIVOR'S TECHNIQUES |
| <input type="checkbox"/> 4 - KNOWLEDGE OF PERSONNEL EQUIPMENT RELEASES/ACTUATORS | <input type="checkbox"/> 8 - COORDINATION OF RESCUE EFFORTS |
| <input type="checkbox"/> 5 - RESCUE PROCEDURES/PRE-ACCIDENT PLANS | |

NAME MARTIN, Peter R.	SERIAL NO. (b) (6)	A/C T-1A	BUNG
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Needless to say, naval aviation should not be branded with accidents of this type. Regulations have been set for all pilots in operating aircraft at safe altitudes.

There is no reason to believe that this pilot had varied from NATOPS regulations prior to this incident. He was conscientious and devoted to aviation but poor judgement cost the lives of this young man. The pilot had been decorated for his previous record in rotor type aircraft. The student NFO was on his second jet hop and therefore inexperienced in jet aviation.

No medical illness was considered connected with this accident. The pilot had been troubled with a sore throat 2 days prior to the accident but had sought no medical attention. He last recorded sick call at Sherman Dispensary was August, 1968. The student NFO had not reported to sick call since reporting to VT-10. Therefore, it is felt that the accident was strictly poor judgement and deviation from NATOPS regulations on the part of the pilot.

FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION		NO. OF HOURS SPENT	DATE OF REPORT
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	11	15 August 1969
FLIGHT SURGEON PARTICIPATED FULLY IN BOARD PROCEEDINGS		NO. OF HOURS SPENT	NO. REPORTS PREPARED
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	5	4
FLIGHT SURGEON'S NAME AND GRADE		DUTY STATION	
(b) (6)		LT, MC, USNR	(b) (6)

RESCUE REPORT
OPNAV FORM 3750-13 (3-63)SPECIALLY HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 30.61
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT FORMS 3750-1A

1. FROM Commanding Officer, NAS Pensacola, Florida			1. DATE OF RESCUE 30 July 1969	2. DATE OF REPORT -
2. LOCATION AND DUTIES OF RESCUE VEHICLE NAS Pensacola Search and Rescue			3. RESCUE VEHICLE (Type/Model) 1 UH-2B, 3 UH-3's	
4. NUMBER OF PERSONNEL	5. IN RESCUE VEHICLE UP TO 10 TO BE MOVED	6. RESCUED	7. RESCUE BACK UP MEANS Navy 40' Boat, UH-3's, CG 40' Boat	
32	30	2	8. WEATHER CONDITIONS AT RESCUE SITE 80 °F 87 °F 210°/10K	
9. TIME SEQUENCE OF EVENTS (Local Date Time Group)			10. HAZARD INFORMATION	
11. Alert Received 1422R	Method Telephone Call to NAS Pensacola Operations Duty Officer		11. HAZARD INFORMATION	
12. Vehicle Deployed 1427R	Distance in Miles 11 Nautical Miles		12. HAZARD INFORMATION	
13. Arrived on Scene 1435R	Search Required None		13. HAZARD INFORMATION	
14. Located Survivor Visual			14. EQUIPMENT ACTUALLY USED DURING RESCUE	
15. Dropped Retrievable Dye Marker on Water			15. DIFFICULTIES ENCOUNTERED (List all difficulties and effects on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)	
16. Recovered Wreckage under water			1. Multitude of people on surfboards, rafts, etc., over wreckage prevented helicopter from lowering crewmen to investigate for 17 minutes. Also interfered with subsequent operations. 2. No air/ground communications. 3. Unannounced jump over crash site by civilian skydiver during rescue attempt resulted in diverting helicopters for one hour and two minutes for needless search.	
17. Survivors Discovered	Location (if different from Item 15)			

18. DIFFICULTIES ENCOUNTERED (List all difficulties and effects on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

1. Multitude of people on surfboards, rafts, etc., over wreckage prevented helicopter from lowering crewmen to investigate for 17 minutes. Also interfered with subsequent operations.
2. No air/ground communications.
3. Unannounced jump over crash site by civilian skydiver during rescue attempt resulted in diverting helicopters for one hour and two minutes for needless search.

19. PERSONNEL REQUIRING RESCUE NAME LAST FIRST INITIAL	20. GIVE REASON FOR RESCUE	21. FACTORS COMPLICATING RESCUE ATTEMPT Physical condition, inexperience of equipment, weather, etc.
CAPT LLWELYN, USMC	A/C CRASH	CODE "A"
2NDLT MARTIN, USMC	A/C CRASH	CODE "A"

22. REMARKS (NAME OF RESCUE TEAM OR TEAM, COMMUNICATIONS EQUIPMENT USED, RESCUE EQUIPMENT USED, ETC., VEHICLE NUMBER, VEHICLE TYPE, ETC.)

1. See Chronological Sequence of Events
2. Distribution:
SR MBB, Aircraft Accident Board, VT-10 (Orig = 10)
CIR NAVSAFCEN, Norfolk, Va. (2)
CNO (OP-OSF) (1)
CIR, NAVAIRSYSCOM (AIR 404) (1)
CDT, Coast Guard (OSR) (1)
CODE (0) (1)
CO, VT-10 (1)

23. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

24. NAME AND TITLE OF SUBMITTING OFFICIAL (b) (6)	CDR, USCG (b) (6)	SAR Officer By direction	(b) (6)
			ENCLOSURE (1)

CHRONOLOGICAL SEQUENCE OF EVENTS

- 301422 The NAS Pensacola Operations Duty Officer received a telephone call from Mr. (b) (6) who reported a jet training aircraft had crashed offshore south of the Tiki House on Pensacola Beach. He tentatively identified it as a T-2.
- 301423 SAR Coordinator received verifying reports from three additional people on Pensacola Beach.
- 301427 UH-2B 151327 airborne from Sherman.
- 301430 SAR Coordinator completed preliminary notifications of necessary personnel including CO, VT-4.
- 301435 Pedro 327 on scene. Crash site located by many surfboarders, people on rafts, etc., over wreckage. Also dye marker on surface and much small debris. A T-28, Buno 138270 also over site. 270 switched to SAR frequency for communications relay.
- 301436 CG 40 foot boat underway from Santa Rosa Coast Guard station.
- 301440 Pedro 327 reports no apparent survivors. Having difficulty getting area cleared to lower crewmen to investigate wreckage. 270 released by Pedro 327.
- 301447 UH-34 2E106 on site to assist.
- 301457 Pedro 327 has one crewman in water. The wreckage appears to be in about fifteen feet of water.
- 301458 UH-34G 2E111 airborne.
- 301502 NAS Pensacola Operations Duty Officer advises that down aircraft is a TIA, 2NL6, assigned to VT-10. There were two pilots in aircraft. CO VT-10 notified.
- 301510 Pedro 111 on scene. Gave bearings of 035° from west water tower and 238° from east water tower on Pensacola Beach. Passed this information to boat house and Coast Guard station.
- 301514 CG 40 foot boat on scene.
- 301517 2E106 released by on-scene commander.
- 301518 CG 40 foot boat over wreckage, anchored to what appears to be portion of main fuselage.
- 301520 Navy 40 foot boat PSB-7 underway with navy divers.

- 301520 NAS Pensacola Operations Duty Officer relayed report from CNABATRA Operations Officer that one body had been recovered. Thirty minutes of phone calls by SAR Coordinator with various units involved indicated this report to be in error. One body still in aircraft - one missing.
- 301548 (b) (6)
- 301555 Pedro 111 has put one hospital corpsman and one crewman on beach with body bag.
- 301618 NAS Pensacola Safety Officer and Operations Duty Officer report telephone calls of a parachute sighted descending into the water on the sound side of Pensacola Beach opposite the crash site. Pedro 327 diverted to investigate.
- 301624 Pedro 327 reports no sign of parachute. No unusual activity in sound.
- 301632 PSB-7 on scene. HH 40 foot boat released by SAR Coordinator.
- 301636 Duty Officer, Coast Guard Santa Rosa reports that a parachute was seen to descend into the sound about 1615. SAR Coordinator directed all helicopters on scene to proceed to indicated position and commence search.
- 301637 SAR Coordinator directed HH-34J 143954 (Whiting Pedro) to leave Whiting and join search.
- 301702 Pedro 327 lowered VT-10 crewman with safety pins for rocket ejection seats into PSB-7.
- 301703 PSB-7 reports divers are (b) (6). Aircraft apparently disintegrated on impact, as divers are finding only small pieces of wreckage.
- 301713 Port Services relayed request for body bag from beach party. Pedro 327 dropped bag.
- 301715 Ground party of four and one body at Casino parking lot for pickup. Pedro 111 directed to make pickup.
- 301717 NAS Pensacola Hospital requested to provide ambulance.
- 301720 SAR Coordinator received telephone call from Mr. (b) (6) concerning parachute sighting. This was a planned skydiving event and the skydiver had been picked up by boats. Apparently, no one had notified local authorities of this event. All helicopters recalled from search.

301725 CG 40 foot boat back at Coast Guard station dock.
301732 Pedro 111 on deck Sherman. Body transferred to hospital via ambulance.
301736 All helicopters on deck Sherman.
301808 Remainder of beach party ready to return. PSB-7 with one body departing scene.
301829 Pedro 111 airborne for pickup.
301848 Pedro 111 on deck Sherman.
301910 PSB-7 at boat basin. Body transferred to hospital via ambulance. SAR phase of case closed.

CREW LIST

UH-2B 151327 (3 Flights)

Pilot: LT (b) (6)
Co-Pilot: LT [REDACTED]
Crew: ATMAN (b) (6)
AB3 (b) (6)

UH-34 2E106 (HT-8)

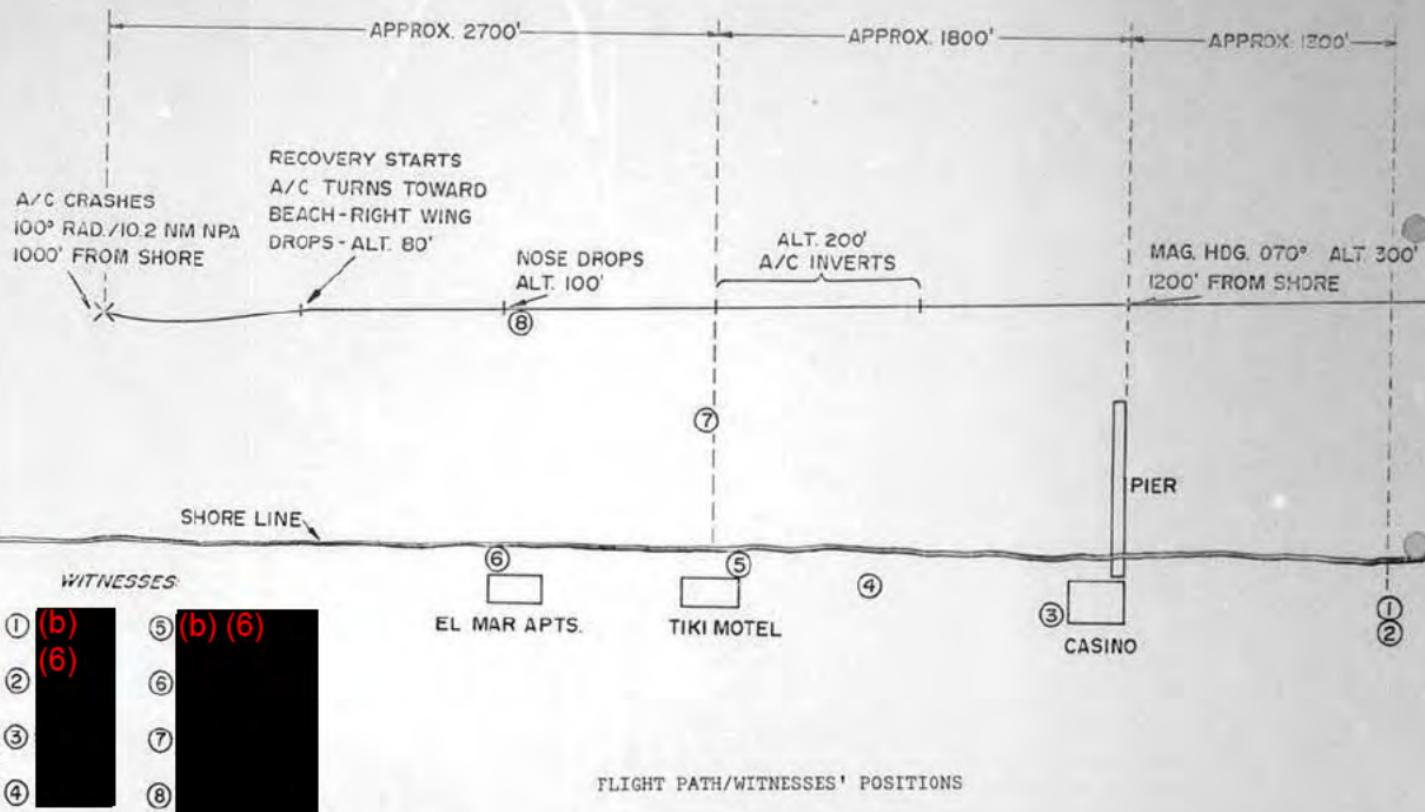
Pilot: CAPT (b) (6)
Co-Pilot: LMSG (b) (6)
Crew: AN (b) (6)

UH-34G 2E111 (3 Flights)

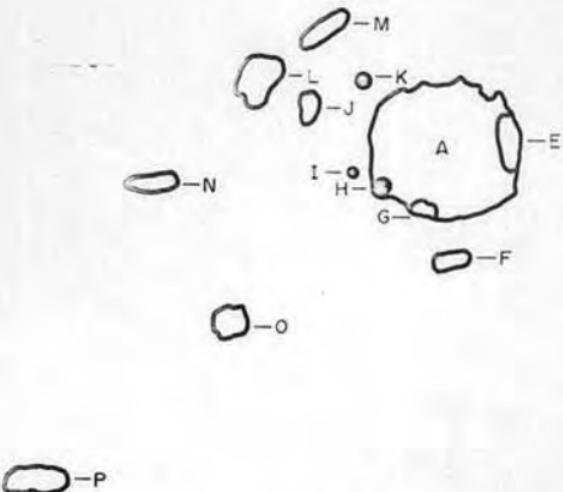
Pilot: LTJD (b) (6)
Crew: ADR1 [REDACTED]
ATM2 [REDACTED]
AMB3 [REDACTED]
HMG (b) (6)

UH-34J 143954

Pilot: LCDR (b) (6)
Crew: ADR2 [REDACTED]
ADJ1 [REDACTED]
HMG (b) (6)



N



WRECKAGE DIAGRAM
Water Depth 34'

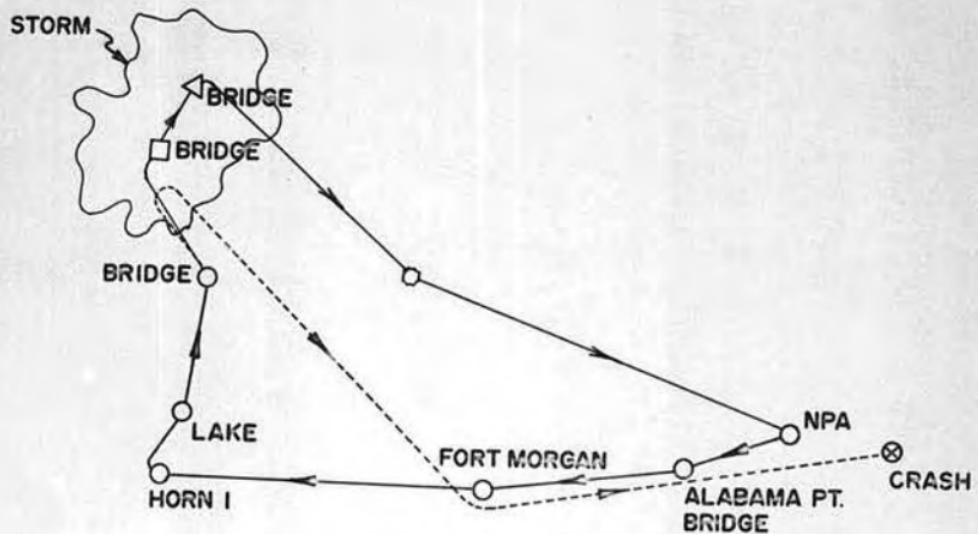
LEGEND

- A PARTS IN A 25' DIA. AREA-ALL DIMENSIONS ARE TAKEN FROM THIS AREA AND ARE APPROXIMATE
- B PARTS-200'
- C PARTS IN A 6' DIA. AREA-C5'
- D PARACHUTE & HARNESS-20'
- E TAIL ASSEMBLY
- F LIFE RAFT-10'
- G MARTIN-BAKER SEAT
- H LEFT WHEEL
- I NOSE WHEEL-5'
- J COMPRESSOR-10'
- K RIGHT WHEEL-5'
- L ENGINE-20'
- M COCKPIT INSTRUMENTS-20'
- N RIGHT WING DROP TANK-50'
- O PARACHUTE-80'
- P WING TIP-170'





ENCLOSURE (E)



B-4 SYLLABUS ROUTE

→ Prescribed Route
 → Assumed Route of 2N16

FLIGHT SCHEDULE

20 July 1969 - 211
Wednesday Afternoon

1300-1415 Brief: 1200

(b) (6)
[REDACTED] Martin

1430-1445

(b) (6)

1500-1600 Brief: 1200

(b) (6)

(b)

1530-1645 Brief: 1A10

(b) (6)

1600-1715

(b) (6)

-2
-3/4

1800-2100 Brief: 2700

(b) (6)

CLASS	EVT	IFR FLIGHTS T-1A	ETB
298	2N15	B-3/4 "Y"TAGAN	1+00/10
298	2N16	B- 4 "Y"TAGAN	1+00

		IFR FLIGHTS T-1A	
298	T-1A 10	FAM-B=3/4 "Y"TAGAN	1+00/10
298	2N18	B1 NPA2/FL250	1+00/14

		IFR FLIGHTS UC-45J	
298	2N19	A-9 SPA1/7000	2+450/5
298	2N20	NOTE 1	3+00/4
298	2N21	NPA1/7000	2+450/5
299	2N22	A-4 NPA3/6000	2+450/3
299	2N23	A-2 "Y"ADP	2+450/1
303	2N24	A-1 "Y"ADP	2+450/0
303			
303			

		IFR FLIGHTS T-1A	
298	2N25	LUT "Y"TAGAN	1+00
298	2N26	B-2 "Y"TAGAN	1+00

		IFR FLIGHTS T-1A	
298	2N27	B-2 "Y"TAGAN	1+00
299	2N28	B-3/4 "Y"TAGAN	1+00
299			
298			

		IFR FLIGHTS UC-45J	
297	2N29	A-9 NPA3/6000	2+450/7
299	2N30	A-4 NPA3/6000	2+450/7
299	2N31	A-4 NPA1/7000	2+450/6
299	2N32	A-4 NPA1/7000	2+450/6
298			

NOTE 1: SHIFT IN MERIDIAN. (01175 REQUIRED)

All B-3/4 FLIGHTS = 33 IF IFR; 04 IF VFR

SUBMITTED:

(b) (6)

(b) (6) CAPT, USMC
FLIGHT SCHEDULING OFFICER

APPROVED:

(b) (6)

(b) (6) LCDR, USN
TRAINING OFFICER

Certified to be a True Copy

(b) (6)

ENCLOSURE (2)

TRAINING SQUADRON TEN
FLIGHT SCHEDULE
FOR OFFICIAL USE ONLY

DISCOURT 11

30 July 1969- 211
Wednesday Morning
CDR: LTJC [REDACTED]

Sunrise: 0606
Sunset: 1944
Sorties: 32
Hours: 61

0800- Classes 300-301 T-1A flight Support Lectures: Room 240-LCDR (b) [REDACTED]

0806-0915 Brief: 0700

(b) (6) [REDACTED]

CLASS	EVT	IFR FLIGHTS T-1A	ETE
297	2801	B-3/4 "Y"TAGAN	1+00
298	2802	B-1 NPA2/FL250	1+00

0830-0945

(b) (6) [REDACTED]

IFR FLIGHTS T-1A	ETE
B-1 NPA2/FL250	1+00
B-1 NPA2/FL250	1+00

0815-1115 Brief: 0715

(b) (6) [REDACTED]

IFR FLIGHTS UC-45J	ETE
A-4 NPA3/6000	2+45
A-2 "Y"ADF	2+45
A-2 "Y"ADF	2+45
A-3 "Y"ADF	2+45
A-2 "Y"ADF	2+45
A-2 "Y"ADF	2+45

Lectures (b) (6) [REDACTED]

(b) (6) [REDACTED]

A-1
A-1

306	
306	

1030-1145 Brief: 0930

(b) (6) [REDACTED]

IFR FLIGHTS T-1A	ETE
B-2 "Y"TACAN	1+00
B-2 "Y"TACAN	1+00

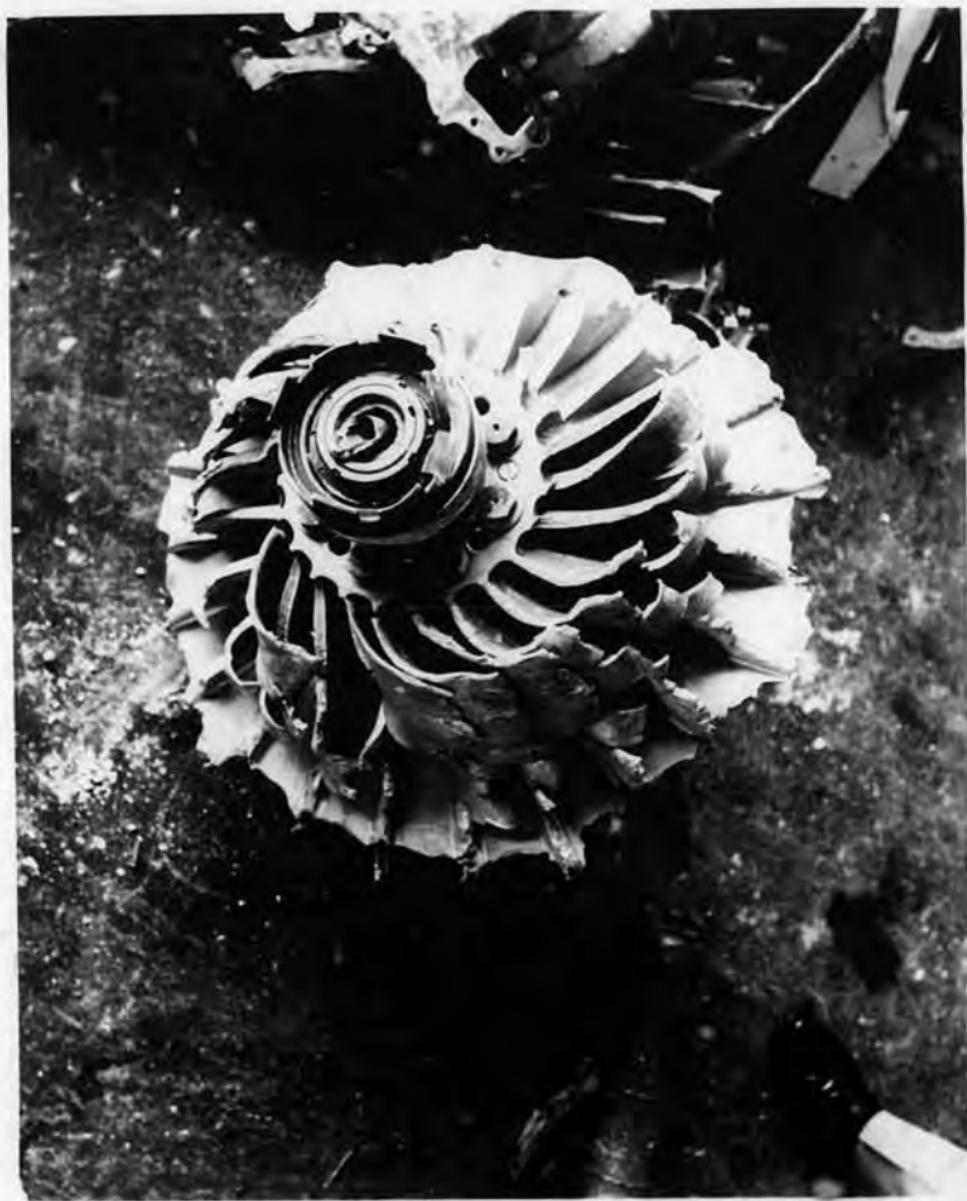
1045-1200

(b) (6) [REDACTED]

Standby: Martin B-2
Standby: (b) (6) B-3/4

IFR FLIGHTS T-1A	ETE
B-2 "Y"TACAN	1+00
B-2 "Y"TACAN	1+00
298	
298	

ALL B3/4 FLIGHTS: B3 IF IFR - B4 IF VFR



WILCOXVILLE 002



ENCLOSURE 63





EXCLUSION C-5



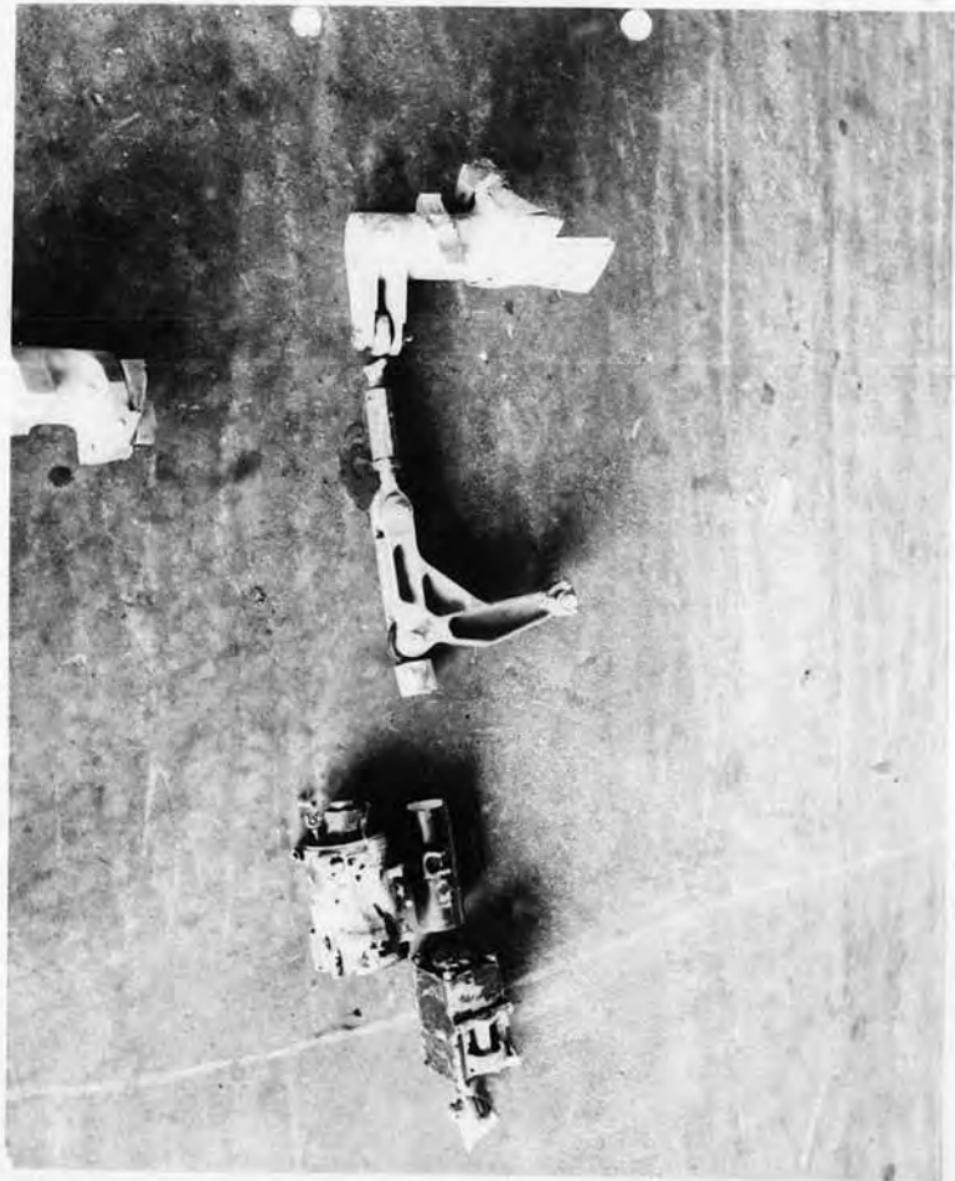
ENCLOSURE (a)



ENCLOSURE 67

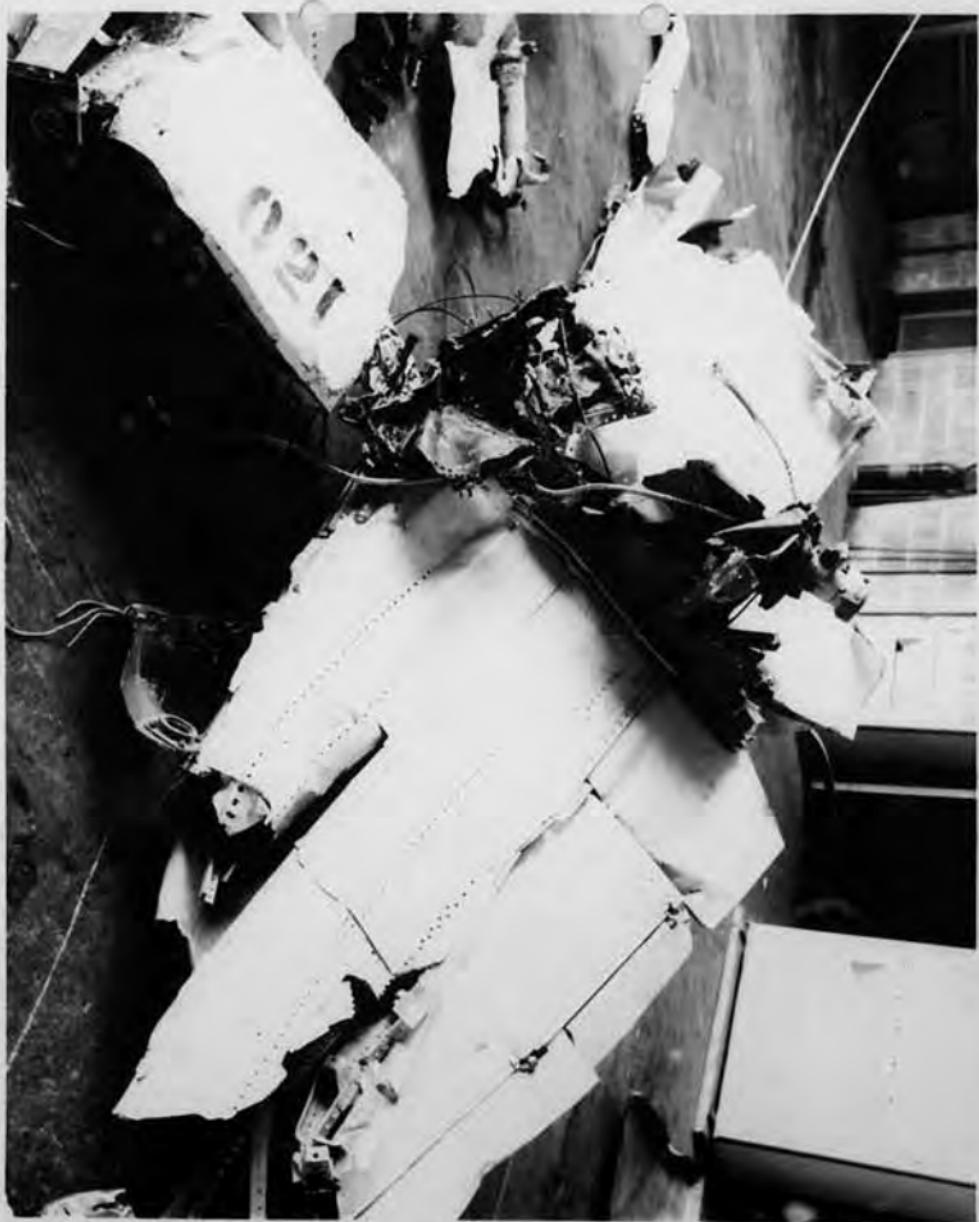






ENCLOSURE (b)





ENCLOSURE 6-3



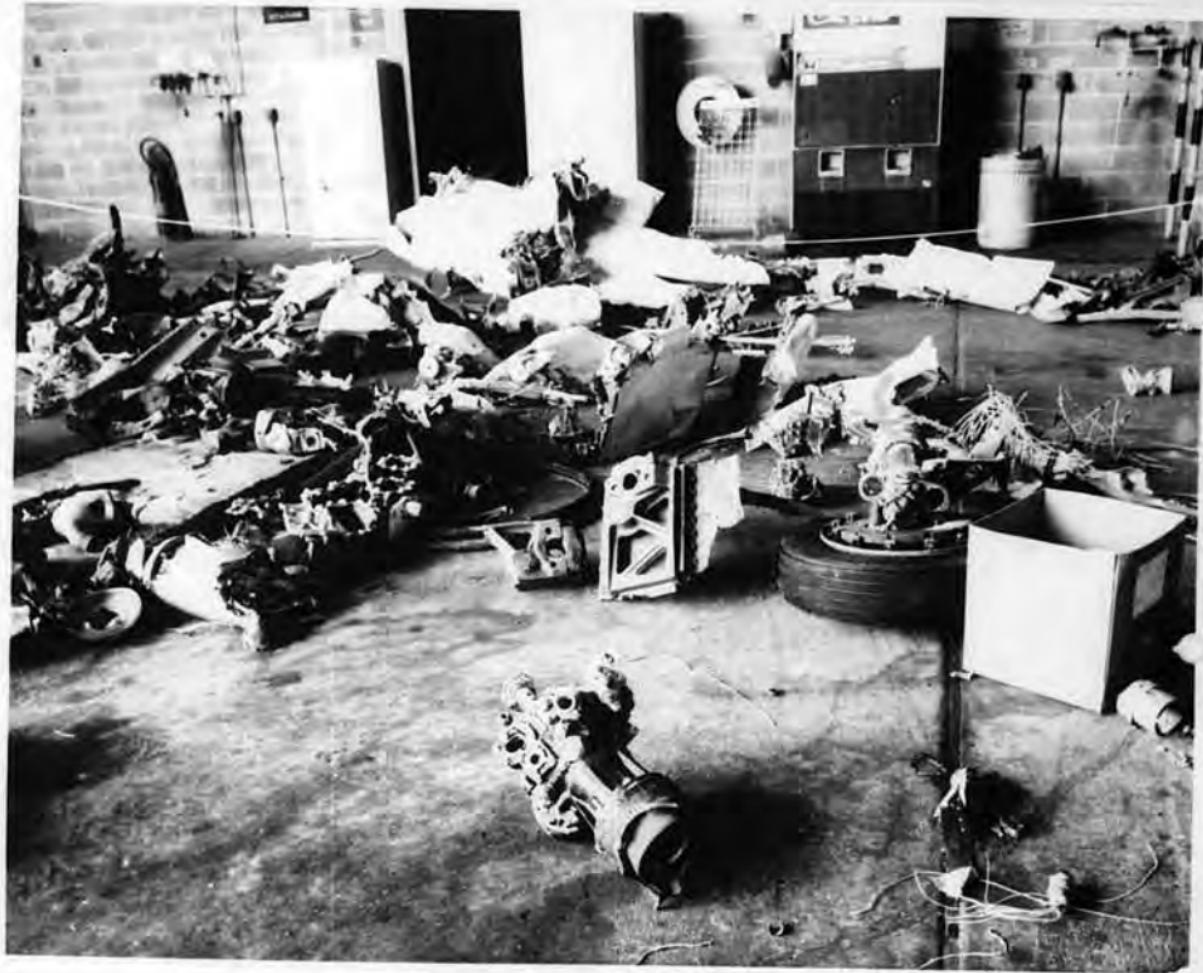
ENCLOSURE (3)

80



ENCLOSURE C)





MESSAGE DRAFT

DD FORM 14402 (Rev. 7-62)

CLASSIFICATION
UNCLASSIFIED

FROM NAVAL SAFETY CENTER

(b) (6)

DATE

5 AUGUST 1969

DEPT.
A.I.RELEASED
CDR
(b) (6)

ACTION

TRARON TEN

V	PRIORITY
X	Mail
	Night Message
X	Routine
	Priority
	Op Immed.
	Emer.
	Flash

NAVAIRSYSCOMBQ
NAS PNCLA

TEXT

UNCLAS E F T O

3700 T-1A BUNO 144127 ACCIDENT

1. WRECKAGE RELEASED TO SENIOR MEMBER OF BOARD.
2. INSTRUCTIONS CONTAINED IN OPNAVINST 3750.6F, PAGE 20, PARA 32D APPLY.

Tod | 1941Z
 4294 | C
 563

REFERENCE MESSAGE

TRANSMIT BY RADIO -	CLASS OF REF.	CWO	TOR COMM. OFFICE	DATE/TIME GROUP
------------------------	---------------	-----	------------------	-----------------

T-1A/144127

2T-10

1-70A

7/30/69

Aug 051855Z

//CORRECTED COPY// PARA 1.//SVC 213143Z//

NZCZCNASCB597CZCSLA545
PITUZYUW RUCLMHA1359 2122344-UUUU--RUCILSA.

ZNR UUUUU
P 312350Z JUL 69

FM TRARON TEN
TO RUENAAA/CNO

RUCILSA/NAVSAFECEN NORVA
INFO RUEBBB/NAVAIRSYSCOMHQ

RUCLBEA/COMSIX
ZEN/CHNATRA

ZEN/CHNABATRA

RUEDGGA/CHARESIRA
RUEBHOA/CMC

RUITJVA/NPRO BROWNSVILLE
RUWTATA/NPRO DALLAS

RUEBGBHB/CHNAVMAT

RUEJJHUA/COMMNAVAIRPAC

RUCILMA/COMMNAVFLANT

RUEBPUA/DIR AFIP

RUEDNKA/CINCLANTFLT
BT

UNCLAS FOUD

SUPPLEMENTARY MSG RPT OF AIRCRAFT ACCIDENT

32 JUL 69 0243z

SUPP AAR

00	01	011	012	013	014	015	02	02A	023	05	05T
/	/	/	/	/	/	/	/	/	/	/	/
TOP:						CHANNEL NUMBER <u>597A</u>					
INIT: <u>A</u>						DATE _____					
01	12	11	12	12	20	21	13	03	01	13	00
<u>A</u> / <u>1</u> / <u>1</u>						/ <u>1</u> / <u>1</u>					

PAGE TWO RUCLMHA1359 UNCLAS FOUD

A. OPNAVINST 3750.6F

1. 30 JULY 1969, 1422S, DAY

2. T-1A 144127, VT-10, 1-78A

3. (098DEG MAG 161/2 MILES NAS PNCL A)

4. LLEWELLYN, THOMAS ROBERT, CAPT (b) USMCR, TSBU, ACTIVE,
ALFA.

5. AIRCRAFT OBSERVED TO ROLL INVERTED MOMENTARILY, SLIGHTLY
INCREASE ALTITUDE THEN NOSE OVER AND ENTER THE WATER INVERTED,
EXPLODING UPON IMPACT. AIRCRAFT PARTS RECOVERED FROM 30 FEET OF
WATER.

BT

#1359

99730102

312350Z

TIA/144127

27-10

1-70A

7/30/69

MESSAGE DRAFT

SND 4452 (Rev. 7-68)

Lia Jn

CLASSIFICATION UNCLAS E F T O	
----------------------------------	--

DATE: 30 JULY 1969

FROM: NAVAL SAFETY CENTER	CRAFTED BY: LCDR (b) (6)	DEPT: COD	RELEASED: ICDR (b) (6)	ODD
ACTION: TRARON ONE ZERO		V PRECEDENCE V	INFO	
		Mail	CHO	
		Night	NAVAIRPSYSCOMMO	
		Message	NAVAIRPSYSCOMMREPLANT	
		Routine	CNATRA	
		X Priority	CNABATRA	
		Op Immed.	NAVPRO BROWNSVILLE	
		Emer.	NAVPRO DALLAS	
		Flash	NAF PNCLA	
			NAVAIRPSYSCOMMREP PNCLA	
			NAS PNCLA	

TEXT

#T

UNCLAS E F T O

2200 T-1A BUNO 144127 ACCIDENT

1. MR. TERENCE J. AMMENDROUT, AIR SAFETY INVESTIGATOR, CLEARED TOP SECRET, WILL ARRIVE 225 LOCAL 31 JULY VIA EASTERN AIR LINES FLT 577 TO CONDUCT NAVSAFECEN INVESTIGATION OF SUBJ ACCT.
2. INSTRUCTIONS CONTAINED IN OPNAVINST 3750.6F, PAGE 14, PARA 24B AND PAGE 20, PARA 32B, (REMOVAL WRECKAGE UNDERWATER) APPLY. REQUEST WRECKAGE RECOVERY SITREPS.

BT

REFERENCE MESSAGE

TOD
 539 | 00087
 4279 | PA

TRANSMIT BY: RADIO —	CLASS OF REF.	CWD	TO/R COMM. OFFICE	DATE/TIME GROUP
T-1A/144127				3100037 JUL 69
				7/30/69 *

ZCZCNASC34650ZCSLB123

PTTJZYUW RUCLMHA1325 211232Z-0000--RUCILSA.

ZNR UUUUU

P 33232JJZ JUL 69

FM IRONON TEN

TO AUSAAA/CNO

RUCILSA/NAVSACFCEN NORVA

INFO RUEBBBHB/NAVAIRSYSCOMHQ

RUCLSA/COMSIX

ZEN/CHATRA

ZEN/CHABATRA

RUEGGGA/CHARESTRA

RUEGHGA/CMC

RUVTJVA/NAVPLANTREPO BROWNSVILLE

RUVTJVA/NAVPLANTREPO DALLAS

RUEBBBHB/CH4AVM4

RUVJMVIA/COMMNAVAVIAPAC

RUCILMA/COMMNAVAILRANT

RUVEVVA/CH4AVM4

RUEGKKA/CINCLANTFLT

BT

UNCLAS FOO

PRELIMINARY MSG RPT OF AIRCRAFT ACCIDENT

PAGE TWO RUCLMHA1325 UNCLAS FOO

A. OPRAVINST 3750.6F

1. 30 JULY 1969, 1422S, DAY

2. T-1A, 144127, VT-10, 1-70A

3. 30 DEGREES 13 MINUTES 30 SECONDS NORTH 07 DEGREES 38 MINUTES
24 SECONDS WEST (39°08' DEGREES MAG. 16 1/2 MILE NAS PNCLA)

4. LLEWELLYN, THOMAS ROBERT, CAPT. (b) (6) USMCR, 7562, ACTIVE, ALFA

5. MARTIN, PETER RAYMOND, 2/LT, (b) (6) USMCR, 7533, ACTIVE, ALFA

6. ALFA, AWAITING SALVAGE

7. STUDENT NFO TRAINING, 0.7 HRS.

8. COLLISION WITH WATER

9. AIRCRAFT OBSERVED TO COLLIDE WITH WATER. NO EJECTION.

10. 2 THOUSAND SCATT 7 THOUSAND SCATT 7 MIL VIS WIND 220/5 TEMP 88
74 DEW PT

11. NONE

12. PENDING SALVAGE

13. NONE

14. NONE

15. PENDING SALVAGE

16. (b) (6) LCDR, AVIATION SAFETY OFFICER A/V 252-4168

BT

#1325

T-1A/144127 VT-10 1-70A

JUL 30 1969
7/30/69

make S
MR. AMENTROUT INVESTIGATING

AAR - STRIKE

00	01	011	012	013	014	015	02	02A	02B	05	051	
1	1	/	/				1			1		
TOR: <u>A465</u>												
INIT: <u>Re</u> DATE _____												
00	10	11	12	13	14	15	40	41	50	60	70	80
1	1	1	1						1	1	1	1

31 Jul 69

02 292

A 21

90730102